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311 • May 1999

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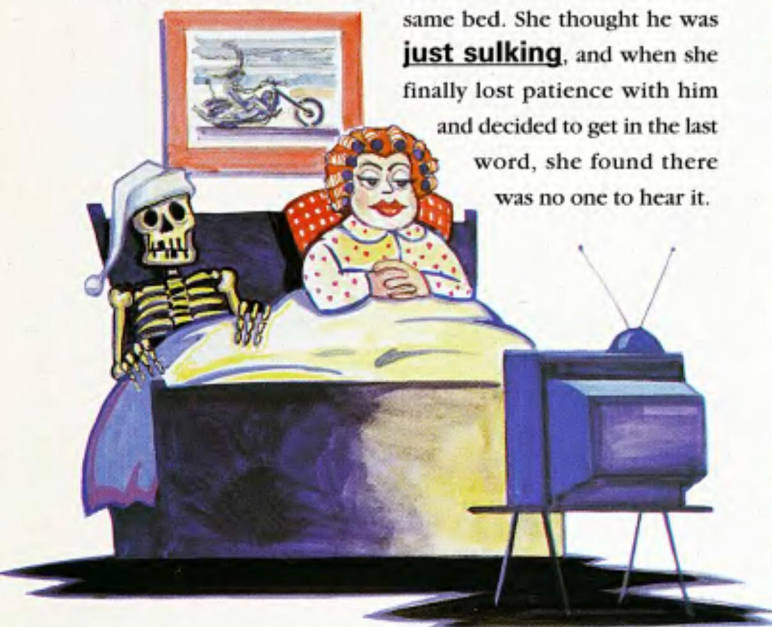
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Taking It Easy

From our "Liver-Quiverin' Facts Dept": Did you know that if it were not for **BEER**, mankind would probably not have built cities, defined complex cultures, and, therefore, would not have prospered as a species? It's TRUE! Back several thousand years ago, wandering tribes were hunter/gatherers and never really settled anywhere. It was not until man discovered that he could plant and harvest hops, make beer, and get bombed, that these tribes stopped wandering around and planted some roots. Because of beer, our ancestors built settlements and you know the rest.

This guy died in his bed after he and his wife had a heavy-duty argument. So? Well, it seems it took his wife eight days to discover that he'd died even though she slept in the

same bed. She thought he was **just sulking**, and when she finally lost patience with him and decided to get in the last word, she found there was no one to hear it.



It took very little to set this dude off. A 76-year-old Hong Kong man killed his roommate who was 75. It seems the roommate **scratched his back** a lot, which sent his buddy into a paroxysm of rage so intense that he killed his roommate (Imagine the ad in the paper the next day: "Roommate wanted. NO SCRATCHING ALLOWED!")

From our "What a Crappy Way To Go Dept": The evils of greed got the upper hand in this lurid tale. A man accidentally dropped **\$40 into the toilet bowl** while flushing it. Not one to hastily dispense with any amount of money, he decided to get into his septic tank to retrieve it. So he opened up the tank, but the fumes were so overpowering that he was instantly overcome, fell into the mess, and drowned.

Here's our Goof of the Month! He washed his truck and didn't feel like spending the time to hand-dry it. So he got in and took off at **104 miles per hour** in a 45-mph zone and told the cop who stopped him, "I just finished washing my truck and was trying to dry it off." (Yeah, try drying off in jail, pal!)

A 504-pound woman was admitted to the emergency room with a suspected heart attack. The doctors discovered her pains were caused by a coin that had lodged—and been absorbed—under her left breast (Gross!). As if that weren't enough, when they inspected the flabby folds of her vulva, **a TV remote control plopped out**. (If you made a New Year's resolution to lose weight, you'd better stick to it.)

The Easyriders Science Lab Report: It seems we can now eat off toilet seats if we wish. A team of researchers found that the toilet seat is one of the least **bacteria-laden surfaces** in the home (No, really!). Three times as many bacteria were found on chopping boards and a million times more were discovered on dishcloths. The obvious conclusion they came to was that the toilet seat's nonporous surface keeps it so dry that bacteria have difficulty surviving. (That's good to know, since I've spent a lot of time worshipping at the porcelain altar.)

Some examples of thieves who believe in the "think big" theory: They **stole an 18-ton steel bridge** that connected a cottage to a main road. And another group (it would have to be a group, certainly couldn't be just a few) stole about 250 feet of an entire street. (Maybe they were gonna have a Street Party.) And, finally, some thieves stole the entire left-field fence of a Little League field. (Shesh!)

From our "Athletic Supporter File": Here's a golf shot that still amazes me. A golfer was credited with a **hole-in-one** on a par three hole after his tee shot went over the green and onto a highway where it hit a passing car, ricocheted back to the green, and rolled into the cup. Awesome!

And we leave you with this happy thought: Top researchers agree that each and every human dreams approximately **3.2 pounds of dreams** each night. At this rate the earth is gaining weight at alarming speed and may soon sink from sight. For the sake of your children ... STAY AWAKE!

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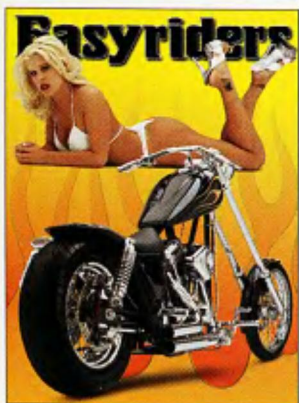
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Cover photo of Lexi with Scott Bell's Moreland Choppers-built FXR by John Wycoff. Special effects imaging by Daniel Ferguson

The next liver-shiverin' issue goes on sale April 29, 1999. Printed in the USA.

Check out our NEW Web site:
<http://www.easyriders.com>

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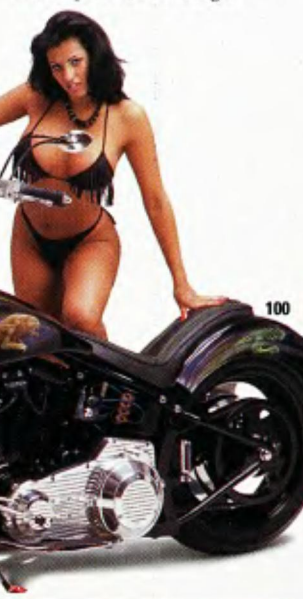
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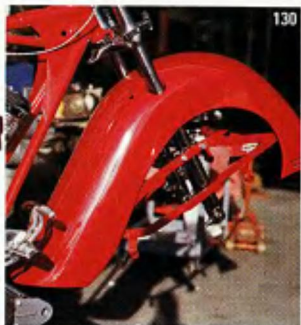
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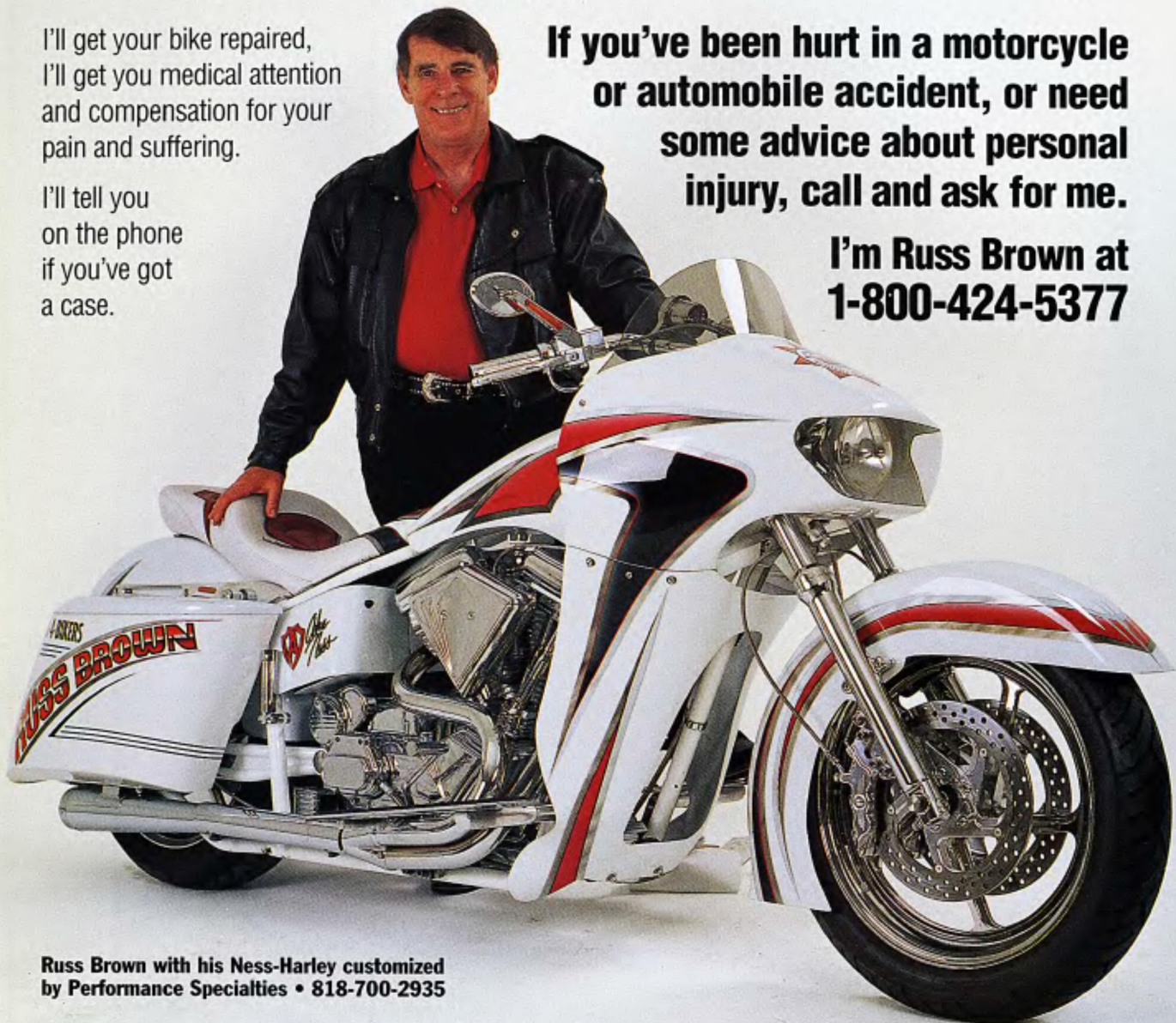
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WordMonger



A Few Topics

The last few issues have caused me to write concerning the following topics:

1. Your Sturgis coverage leaves a little to be desired. Since I didn't get to go this year, I was looking forward to the December issue. I'm sorry, but I didn't really get the flavor of this event from what was printed. How about more women, more music, more people in general, more events, more women, more bikes, more bike show results, and, oh yeah, more women.

2. Tami, the August Fox Hunt winner [featured in January, #307] is completely awesome. Your readers should give themselves a BIG piece of raisin pie for selecting her. This just goes to show that a woman doesn't have to be an 18-year-old to be a hardbelly. No silicone there.

3. Get a load of the chick on page 75 of the January issue (Jeff Hren's photo). She's the ultimate in non-siliconed hardbodyism. Someone please nominate that little honey for the Fox Hunt.

4. I thoroughly enjoyed the article on Peter Fonda. *Easy Rider* is still as relevant today as it was when I first saw it way back when. It's pretty sorry when someone who disagrees with you feels that it is necessary to beat you to death, put a bullet in you, and blow up you and/or your family. In other words, "Leave me alone!" Jack Nicholson's character, George, was right when he said that this used to be one hell of a country.

5. Nowhere in the Fonda article were the prices of the Captain America and Billy bikes mentioned.

I'm looking forward to bigger and better things in 1999!

Mike Gary
 Fort Collins, Colorado

CMC is selling the Captain America and Billy Bikes for a suggested retail price of \$23,995. Call CMC at (408) 847-2221.

Winter Woes

Great rag, bikes, etc., etc., but as I'm sitting here in the firehouse on a cold winter night, hoping the bell doesn't ring until the crew decides to show up, I'm contemplating how much I hate winter and some of the things that go with it. Here are some things that make it that much longer and piss me off!

1. Cages with Harley stickers plastered all over them and "I LOVE SNOW" bumper stickers on them.

2. Men who wear lime green and pink ski outfits when driving the above-mentioned cars.

3. Having to drive your car in a snowstorm to the local bike shop or bar.

4. Guys at work who talk about how much they love snow. Since I'm the boss, they each have his/her snow shovels.

5. People who go to Florida the first week in March to visit Disney World.

Buttsy
 Concord, New Hampshire

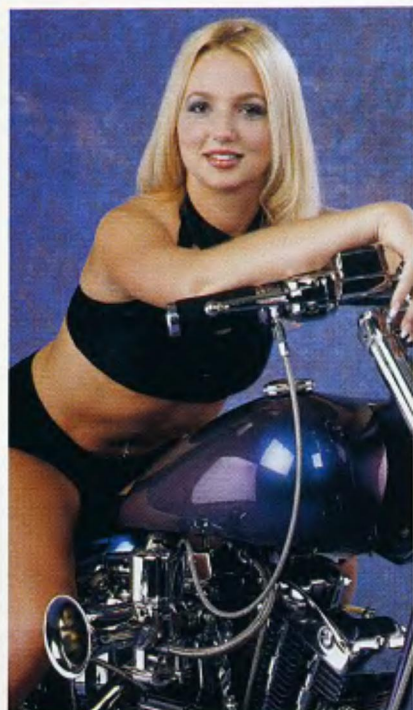
MMI Contest Winner

I'm writing about the 1998 MMI contest and the person who won it: Jon Blegen. I consider him to be one of my best friends. You sure picked the right person. He's the hardest-working guy I've ever met and has a sense of humor to see himself through all the rough times.

I met him early one morning in the parking lot of the apartment complex we lived in. I had to take my wife to the hospital for surgery, and the old car we were to drive there wouldn't start. Jon took the time to give us a jump that morning, even though it made him late for his job. After my wife's surgery he checked in on her to make sure she was doing OK.

Jon graduated from MMI and had the highest GPA there. I'm proud to say that he will be my mechanic even if I have to take my bike 2,000 miles to get to him. I hope to have a custom bike made for me by him at his shop in the future.

Edward E. Jordan
 Phoenix, Arizona



Oops!

You made a major mistake in your February issue (#308). How can guys find the gorgeous Stacie (September Fox Hunt winner) at the Golden Horseshoe Club in Hagerstown, Maryland, when the Golden Horseshoe is actually located in Ranson, West Virginia? You'll find it and Stacie on the corner of Route 9 and Leetown Road.

Linda L. Sullivan
Ranson, West Virginia

Evo Bull Shirt

All this bull about "See No Evo, Ride No Evo" on T-shirts—guess who thought that up? The people who want to sell you the T-shirts, bumper stickers, helmet stickers, etc.—that's who.

I got my first Harley in '75, a used '69

Sportster. Yes, I felt special in the Harley circle because mine was referred to as a classic, but it didn't make me a better Harley rider/owner.

In '97 I finally bought a good leather jacket and in '98 I got a new '99 Sportster Custom. So when you see me riding on my "new Evo," with my "new leather jacket" and you stamp me as representing a certain biker demographic—guess what? You've just put yourself in with the same class of jerks you get so pissed off at for their stereotyping of your character. So prejudices are spread among our own. And for what? The sale of T-shirts? Don't buy it!

Whit
Aston, Pennsylvania

Mint Condition Volume #1

I have a mint condition 1971 Volume 1, No. 1 *Easyriders* and would like to find out what it might be worth.

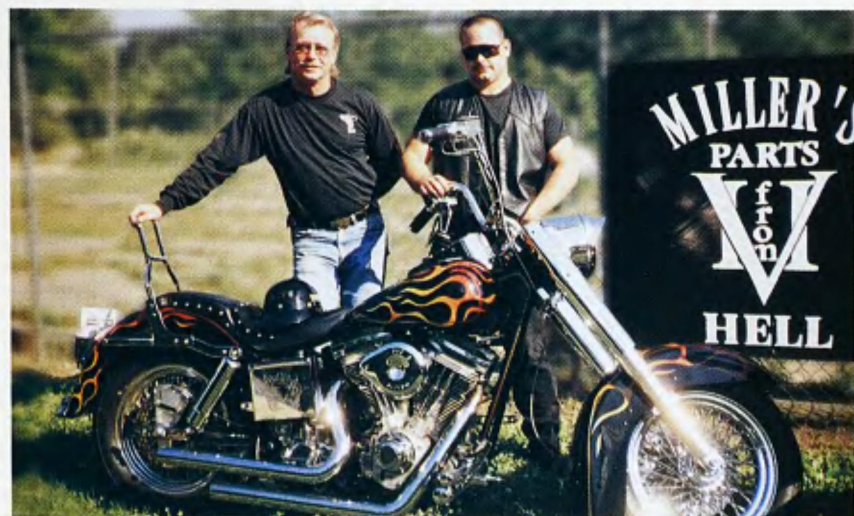
Robert Phillips
New York, New York

To me and the bros at the magazine, it's priceless. On the open market ... whatever the market will bear.

Hell's The Place To Be

I just want you to know there's a real Hell—Hell, Michigan! We have a bike shop, Miller's Parts From Hell, and lots of stuff going on: parties, toy runs, custom bikes from Hell, chicks and guys from the one real town of Hell. Benny & The Jets are the band from Hell (they play here a lot). And on June 19 of this year my ol' lady and I are having the wedding from Hell—here in Hell. No shit! By then our new store should be up so if you need parts, shirts, custom work, call Miller's or go to Hell!

D.L. Miller
Hell, Michigan



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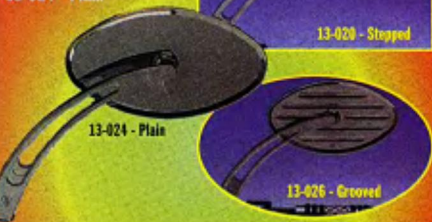
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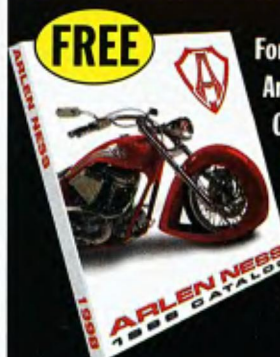
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Co-Founders Dave, Jennie and Dan Hanlon at Sturgis '98.

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First to Show, Last To Go

Ivan Angott pulled his pickup into the massive Dallas Market Hall and looked around for some sign as to where to put the hardtail hornet on the trailer behind him. He was the first person to roll into the Easyriders Bike Show, and he felt a weird combination of heart-poundin' expectation, sweaty-palmed excitement, and nervous butterflies that can only be matched by the feeling of creeping over to the Christmas tree to see what Santa brought you when you're about six years old. →

IVAN ANGOTT'S PURPLE HAZE GROUNDPUNDER



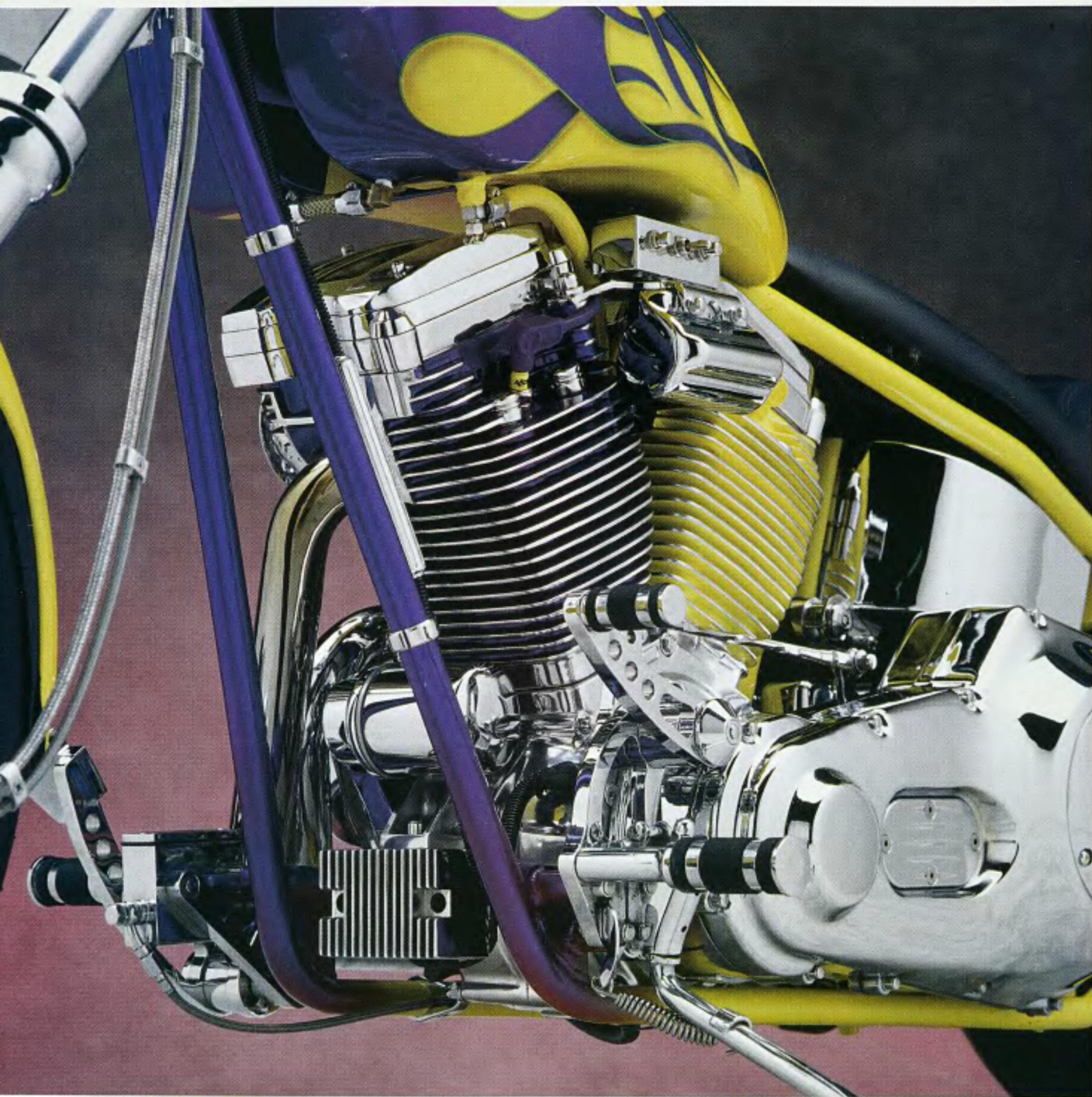


A tall, thick-armed man wearing a loose goatee walked up to the truck with a long, measured gate and said, "You must be pretty dedicated to be here so dammed early in the morning. I'm gonna give you the best location in the show." The man with the goatee was Keith R. Ball, also known as Ming the Merciless, or Bandit to you loyal readers. Ivan was pretty darned excited, setting up his custom Ultra Groundpounder right where all could see as they came into the building. The bike was the cherry on top of the whipped cream of a life dedicated to owning and building killer custom scooters.

Mr. Angott of Kowlett, Texas, began riding at age 14, has owned eight Harleys from Sportsters, to a classic Electra Glide with sidecar, and everything in between. This yellow and purple blur wrapped around a 96-cubic-inch S&S motor is his

first hybrid bike creation. "I was driving by Biker's Dream of Dallas back in March of '97," Ivan recalls, "and somethin' made me wander inside. This nasty little Groundpounder caught my eye, but they wouldn't sell it to me, sayin' they needed it on the showroom floor since it was the first Ultra Groundpounder they'd gotten." Ivan waved some cash under the right noses and promised to let them keep the bike in their showroom for a few weeks as part of the deal. That worked like a charm and as soon as Ivan got the bike into the garage, he started tearing it apart.

Not content with the first go-round at the custom alter, this talented Texan wanted more and knew just where to get it, taking his prize to a shop in the area that has been servicing the scooter-ridin' public for many years. Show & Go hand made all the trick one-off parts on the bike, like the wild rear struts. →





This unique shop not only handled the motor work and special fabrication chores, but also did the high-class plating. "I have lots of confidence in the shop," Ivan says. "Show & Go's owner, Ike, engine builder, Paul, and parts man, Wayne, put as many cool ideas into this bike as I did." The paint maestros at Legacy handled all the body work, such as the flip-up rear fender, fill-in work, and mouth-waterin' paint on the bike Ivan calls Purple Haze.

Meanwhile, back at the Easyriders Bike Show, Ivan and his wife sat through the awards ceremonies with stoic silence, watching as one builder after another got up to accept their trophies. Finally, there was only one trophy left on the table and Ivan sighed heavily, "Guess we might as well go home."

But the tall man in the goatee at the microphone wasn't fin-

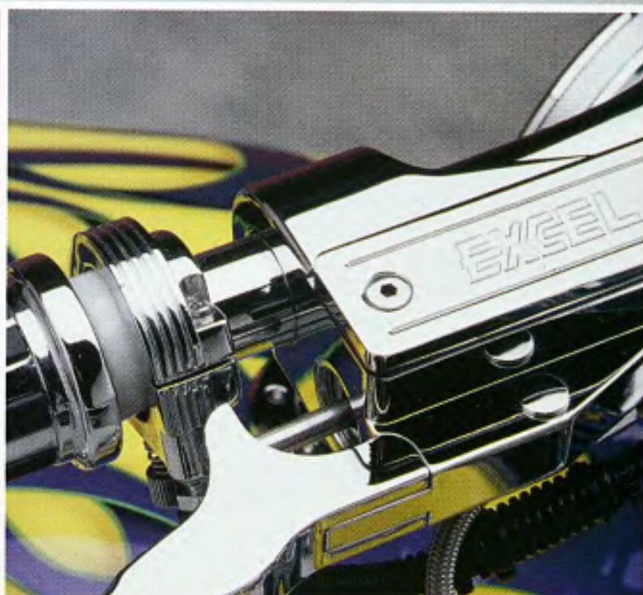
ished yet. "We've saved the best for last," he announced. "This guy was the first one in the building this morning, trying to find a place to put his bike. Ivan, come on up and get your award."

"I was ecstatic over winning Best of Show," Ivan says, grinning. "It was the best thrill I've had since coming home from Vietnam." Another thrill was the warm handshake and kind words from Easyriders of Dallas owner Rick Fairless as Ivan made his way down from the stage. "Rick is one of the nicest people in the industry and a real professional," says Ivan.

What's next for this show winner? Try a monster Top Fuel custom Harley, with a fire-breathin' 120-inch motor, built in time for next year's Dallas show. Look for it right here.

—Dave Nichols





Owner:.....Ivan Angott
City:.....Rowlett, Texas

General

Fabrication:.....Show & Go
Year/make:.....1997 Ultra
Model:.....Groundpounder
Assembly:.....Show & Go
Chroming:.....Show & Go

Engine

Year/model:.....1997 S&S
Rebuilder:.....Show & Go
Ignition:.....S&S
Displacement:.....96 cubic inches
Lower end:.....S&S
Pistons:.....S&S
Cases:.....S&S
Cam:.....stock
Carb:.....S&S
Pipes:.....Strader
Modifications:.....balanced by Show & Go

Frame

Year/type:.....1997 Groundpounder
Builder:.....Ultra
Modifications:.....38-degree rake, welds
ground and filled

Transmission

Year:.....1997 S&S
Modifications:.....Typhoon sprockets

Paint

Molding:.....Legacy

Painter:.....Legacy
Color/type:.....purple, yellow/urethane
Special paint:.....twisted flames

Accessories

Bars:.....Ness
Handlebar controls:.....Excel
Fenders:.....Ultra

Headlight:.....Ness
Taillight:.....Ness
Speedo:.....Ness
Pegs:.....Ultra
Foot controls:.....Ultra
Electrics:.....Show & Go
Gas tank:.....Fat Katz

Oil tank:.....Ultra
Oil system:.....Ultra
Primary cover:.....S&S
Seat:.....Ray's Trim Shop
Mirrors:.....none
Grips:.....Ness

Forks

Type:.....wide glide
Builder:.....H-D/Show & Go
Modifications:.....chromed

Wheels

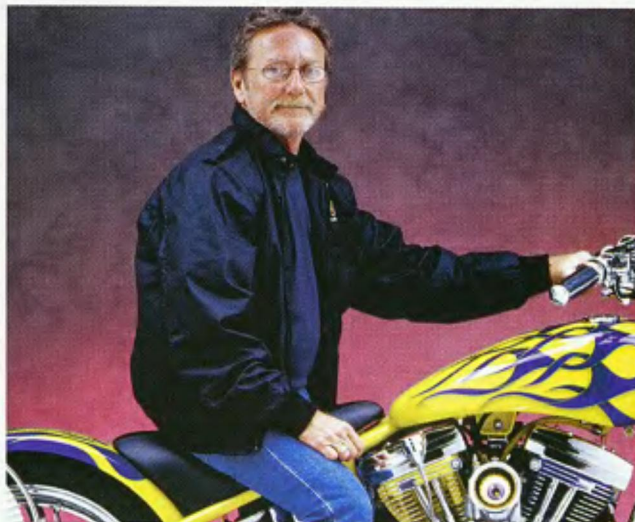
Front

Type:.....Carriage Typhoon
Size:.....21-inch
Tire:.....Avon
Brake:.....Ultra

Rear

Type:.....Carriage Typhoon
Size:.....18-inch
Tire:.....Avon
Brake:.....Ultra

Photos:.....Michael Lichter



BEST OF SHOW

Easyriders '98-'99 Bike Show Tour, Dallas, Texas, October 31, 1998. Owner is eligible to compete in the \$35,000 Invitational Show, Columbus, Ohio, February 2000.

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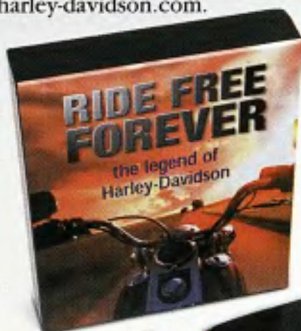
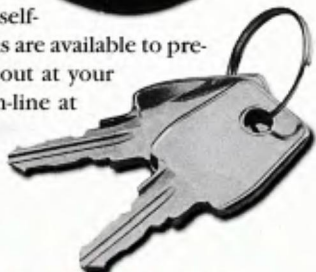
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ATTENTION EASYRIDERS READERS: Our nationwide network of A.I.M. attorneys donate a significant portion of their legal fees from motorcycle accident settlements back into motorcycling by being the sole financial sponsor of the National Coalition of Motorcyclists.



No Mo' Sugar

Tired of getting sugar and orange peels in your gas tank? Yeah, me too. Now you can lock in freshness and keep creeps from stealin' your gas with Harley-Davidson's locking gas caps. The chrome-plated cap features a sliding cover adorned with the bar and shield logo. The caps self-lock so don't lose the damned key. Four versions are available to prevent tampering with Evo models. Check 'em out at your friendly neighborhood Harley dealer or go on-line at www.harley-davidson.com.



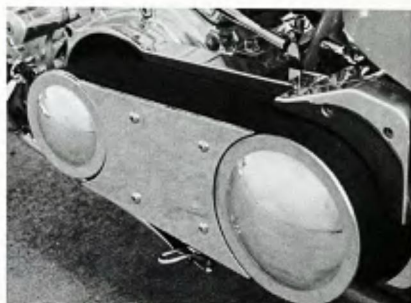
Ride Free Or Go Home!

Because you can never have too many books about Harley-Davidson, writer Oluf Zierl and photographer Dieter Rebmann bring you a massive two-volume ode to Harley called *RIDE FREE FOREVER: the Legend of Harley-Davidson*. This detailed, exhausted ... uh, I mean, exhaustive portrait of pure Harley history illustrates every single bike produced by H-D as well as delving into the greasy underbelly of the biker lifestyle we hold so dear. Available at fine moto-emporiums or call (212) 367-8855.



Hard Tailin'

There's somethin' about a hardtail that reminds you of why you started liking motorcycles in the first place. They also remind you of where your gonads are when you hit a pothole. RC Components has created a bad-ass frame with its new Street Comp Rigid Frame built of .083 wall, 4130 chrome-moly. The rigid utilizes fat 1 1/4 tubing for superior strength and weight. All Street Comp frames come with hidden fork stops, can be had with a 29 to 41 degree rake, and will fit a 200 series tire. Give these fine folks a call at (502) 842-6000 or visit the Web site at www.rccomponents.com.



Cover That Pulley

From the chrome won't get you home but still looks good department: BDL proudly announces that its new custom pulley covers are available for BDL's 3-inch electric start belt drives. The polished covers can be drilled and screwed into the pulleys for easy on/off access (sounds like my last wife). Want a cool custom look? Then grab one of these pups. If you fall asleep next to your scooter, you can check your blood-shot peepers in the sparkling chrome finish the next morning. Available through Belt Drives Ltd.: (714) 630-1433.



On The Lighter Side

The Steelman Illuminator Lighted Screwdriver Set eliminates fumbling around in the dark with flashlights in your mouth, snake lights and extension cords wrapped around your feet, with one compact tool. It's also great at concerts when you lose your lighter and you wanna yell, "Freebird!" Includes 16 bits, slotted, Phillips, and hex, housed in a rugged, manly case. Comes with two AAA batteries so you can light up the night and maybe even find that bolt that fell in the bushes. Available through your local Steelman distributor or call (800) 255-7011.

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The precision engineered 1:10 scale die-cast model shown larger than actual size of 10 1/4" (26.04 cm) in length.



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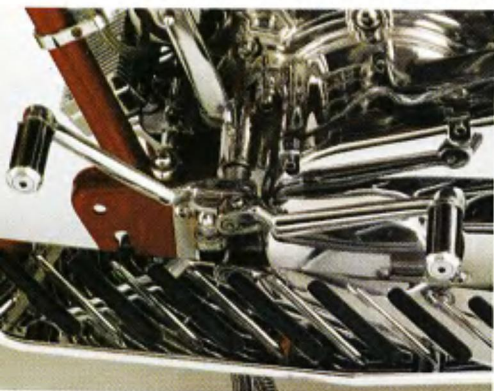
A man's drive for the bike of his dreams may start with a crazed concept fueled by a history of experience. The final results may be touched off like a firecracker with one of life's eerie coincidences. →



Burt Golding, the owner of this Road King gone pro street, began his dream with seven years of riding experience on hardtails and Softails. "I'd been battered enough, so the notion was to build a bike that would look hot, yet ride right," Burt says of his wild crimson and marble machine.

In order to create a pro street look and function, while maintaining the Road King ride, Burt hauled the King to Marty Ruthman at Hi-Tech Custom Cycles in Van Nuys, California, and set a blank check on his desk. Only then would Marty take his eyes off the steaming pile of donuts on the counter. Suddenly a flurry of activity erupted around the factory rubbermount. They widened the swingarm and extended it 2 inches. "That way we were able to squeeze in a six-inch by fifteen-inch rim and wedge a 200-15 tire under the rear fender," Burt explains.

Mike Lisandro was responsible for much of the sheet metal work and all of the molding. The fenders were his



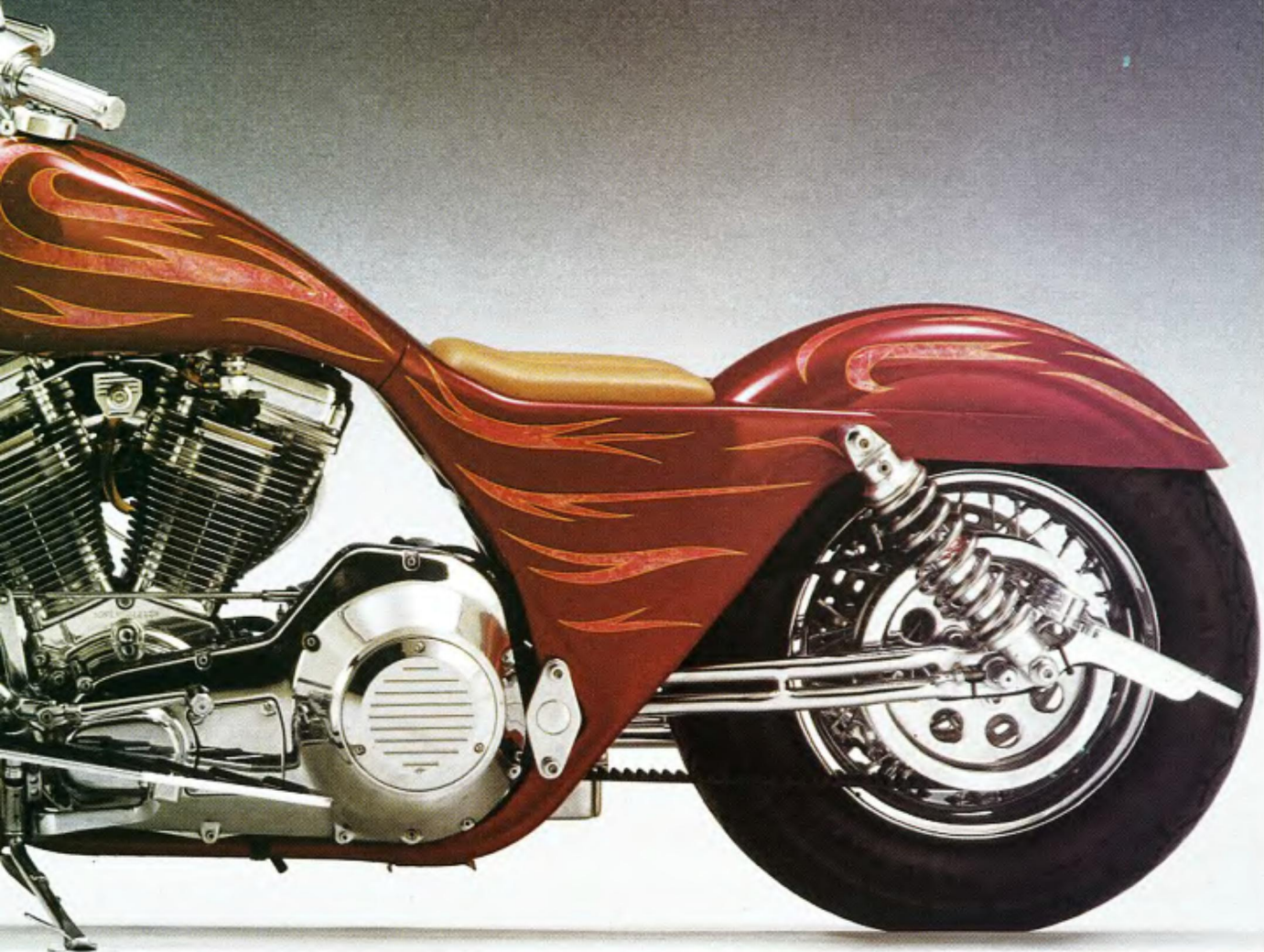
design. Specifically, Burt wanted the side panels worked into the overall design of the frame and even took part in some of this body work himself.

Remember the blank check? Well, Burt didn't stumble onto the money through the family account or from a family-operated business. At a young age he couldn't resist buying and fixing up cars, which evolved into his becoming a collector and ultimately a source for the movie studios. He's supplied cop cars for the movie *Godzilla*, Hummers for *Spawn* and *Broken Arrow*, and Harleys for the TV show *Roseanne*. "If not for the volume and constant demand for police cars, I would have never been able to build the bike of my dreams," Burt says.

So the next time you see a police car do a double flip and burst into flames in a *Lethal Weapon* flick, it might be one of Burt's. Whenever one of them blows, just think of ol' Burt buildin' yet another dream machine.

—K. Randall Ball







Happenings

ALABAMA

ABATE of Alabama
Info: (205) 820-9265

ALASKA

ABATE:
Anchorage Chapter
Info: (907) 566-3332
Kenai Peninsula Chapter
Info: (907) 776-8148
Tanana Valley Chapter
Info: (907) 457-3246

ARIZONA

ABATE of Arizona
Info: (602) 678-4012

MMA of Arizona
Info: (602) 788-8873

ARKANSAS

ABATE of Arkansas
Info: (501) 888-5893
Four States Rally/Spring Run
Date: March 26-28
Place: Hope
Info: (870) 777-5870

CALIFORNIA

ABATE of California
Info: (805) 641-2334
MMA of California
Info: (916) 442-4387
Swap Meet
Date: March 7
Place: Fairgrounds, Ventura
Info: Harry (805) 650-6777
Ride For Kids
Date: March 21
Place: San Bernardino
Info: (800) 253-6530
Leather Weather Poker Run
Date: March 28
Place: Rock Store; sign-up: 9-11 a.m.
Info: (805) 494-3287, (805) 484-1607

COLORADO

ABATE of Colorado
Info: (303) 659-6374

CONNECTICUT

Conn. Motorcycle Riders Association
Info: (860) 588-6666

DELAWARE

ABATE of Delaware
Info: (302) 834-5793

FLORIDA

ABATE of Florida
Info: (407) 668-5006

GEORGIA

ABATE of Georgia
Info: (404) 294-8900
ABATE Run To The Sun
Date: March 5-7
Info: (404) 294-8900
District 8 Cook-out
Date: March 13
Info: (706) 736-1350
District 10 Chili Cook-off
Date: March 13-14
Info: (912) 374-6256
North Ga. Swap Meet
Date: March 20
Place: Gainesville
Info: (404) 294-8900
Debi Bemis Memorial Poker Run
Date: March 21
Info: (770) 442-1780

HAWAII

Street Bikers United of Hawaii
Info: (808) 842-5530

IDAHO

ABATE of Idaho
Info: (208) 345-6231
Idaho Coalition for M/C Safety
Info: (208) 345-6231

ILLINOIS

ABATE of Illinois
Info: (309) 343-6588
Swap Meet/Bike Show
Date: March 14
Place: Gateway Center, Collinsville
Info: (618) 224-9180
ABATE SW Region Marble Run
Date: April 1-October 2
Info: (618) 224-9180

INDIANA

ABATE of Indiana
Info: (317) 422-8040

IOWA

ABATE of Iowa
Info: (515) 858-5001
Motorcycle Parts Extravaganza
Date: March 7
Place: Hawkeye Downs Fairgrounds
Info: (319) 462-6011

KANSAS

ABATE of Kansas
Info: (913) 597-5140
Capital City Motorcycle Show
Date: March 19-21
Info: (785) 232-8847

KENTUCKY

Kentucky Motorcyclists Assn.
Info: (800) 68-CYCLE

LOUISIANA

ABATE of Louisiana
Info: (800) 393-5966
Poker Run/Cook Out
Date: March 27
Info: (800) 969-3541
Louisiana Bike Expo
Date: March 27-28
Place: Alario Events Center, Westwego
Info: (504) 828-RIDE
www.scooterpromotions.com
Vernon Spillway Campout/Run
Date: April 2-4
Info: (800) 393-5966

Blessing of the Bikes
Date: April 4
Place: New Orleans
Info: (800) 431-7231

MAINE

United Bikers of Maine
Info: (207) 884-6284

MARYLAND

ABATE of Maryland
Info: (410) 263-9185

MASSACHUSETTS

MMA of Massachusetts
Info: (800) 432-1662

MICHIGAN

ABATE of Michigan
Info: (313) 421-4367
Giant Motorcycle Swap Meet
Date: March 20
Place: Civic Center, Saginaw
Info: (800) 968-4242 (Mich. only)
(800) 941-0815

MINNESOTA

ABATE of Minnesota
Info: (800) 224-6570
Minn. Motorcycle Riders Association
Info: (612) 541-1704

MISSISSIPPI

ABATE of Mississippi
Info: (601) 825-4646

MISSOURI

Freedom of Road Riders
Info: (800) 309-RIDE

MONTANA

ABATE of Montana
Info: (406) 434-2473

NEBRASKA

ABATE of Nebraska
Info: (402) 489-0651

NEVADA

ABATE of Nevada
Info: (702) 753-8825
Nevada Association of
Concerned Motorcyclists
Info: (702) 870-6121

NEW HAMPSHIRE

N.H. Motorcyclists Rights Assoc.
Info: (603) 627-3528

NEW JERSEY

United ABATE of N.J.
Info: (732) 549-1990

NEW MEXICO

ABATE of New Mexico
Info: (505) 585-9789

NEW YORK

ABATE of New York
Info: (607) 387-3433
Iron & Ink Tour '99
Date: March 27
Place: Newburgh Armory
Info: (518) 346-0521, (518) 893-2273

NORTH CAROLINA

Concerned Bikers Association
Info: (910) 866-5434
Bike Show and Raffle
Date: March 20
Place: Durham H-D
Info: (919) 682-6695

NORTH DAKOTA

ABATE of North Dakota
Info: (701) 223-5609

OHIO

ABATE of Ohio
Info: (800) 252-4537

OKLAHOMA

ABATE of Oklahoma
Info: (918) 836-9559

OREGON

Freedom Rally
Date: March 18
Place: Capitol Building
Info: (918) 266-3604

OREGON

ABATE of Oregon
Info: (503) 285-4329

PENNSYLVANIA

ABATE of Pennsylvania
Info: (717) 234-3777
Bike Show & M/C Parts Extravaganza
Date: March 14
Info: (319) 462-6011

RHODE ISLAND

R.I. Motorcycle Association
Info: (401) 722-1122

SOUTH CAROLINA

ABATE of South Carolina
Info: (803) 283-0819

SOUTH DAKOTA

ABATE of South Dakota
Info: (605) 347-4009

TENNESSEE

CMT/ABATE of Tennessee
Info: (615) 883-5024

TEXAS

ABATE Confederation
Info: (409) 849-0258

TMRA II

Info: (512) 459-6777
Fun Run to Mexico
Date: March 12-14
Info: Preacher (956) 428-4031 or
Texas Rose (956) 797-5136

UTAH

ABATE of Utah
Info: (801) 627-1117

VERMONT

Freedom of the Road Riders
Info: (802) 325-3507

VIRGINIA

ABATE of Virginia
Info: (804) 846-8810

WASHINGTON

ABATE of Washington
Info: (425) 643-9675

WASHINGTON, D.C.

ABATE of D.C.
Info: (202) 546-0953

WEST VIRGINIA

ABATE of West Virginia
Info: (304) 547-5495

WISCONSIN

ABATE of Wisconsin
Info: (715) 284-7415

WYOMING

Wyoming Association of
Concerned Motorcyclists
Info: (307) 235-1324
ABATE of Wyoming
Info: (307) 266-6522
Wyoming Coalition of Bikers
Info: (307) 687-0459
Wyoming Motorcycle Show & Swap
Date: April 3
Place: Central Wyo. Fairgrounds, Casper
Info: (307) 267-8818

NATIONAL

American Motorcyclists
Association (AMA)
Info: (614) 891-2425
Web site: www.ama-cycle.org
Motorcycle Riders Foundation (MRF)
Info: (202) 456-0983
Web site: www.xmission.com/~mrf
National Coalition of
Motorcyclists (NCOM)
Info: (800) 525-5355

CANADA

Motorcycle Swap Meet/Bike Show
Date: March 27-28
Info: (705) 778-2275
motorcycleswapmeet@accel.net

EUROPE

Federation of European
Motorcyclists (FEM)
Info: 011 32 2 736 9047
Bobba Weegee Rocky
Mountain Oyster Rally
Date: Pretty damn soon
Place: Who's Gonna Put It
Info: Who's Gonna Make It

To have events listed, get the info to us at least 3 months in advance. We're as accurate as possible, but event dates can change after publication—so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214; Web site: www.easyriders.com.



There are two rules for success in life:

Rule #1: Don't ever tell people everything you know.

DeAngelo
Cheshire, Conn.



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Easynews

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headline story of the month

Harley-Davidson brings it on back

The return of the FXR

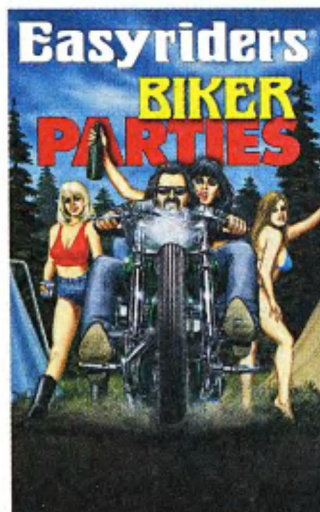
Remember Harley-Davidson's FXR? So do thousands of Harley enthusiasts and collectors. That's why the famous rubbermount is coming back for a limited time only at Harley-Davidson dealers across the country. A total of 1,800 bikes (900 FXR2s and 900 FXR3s) will be assembled in the York, Pa., plant, based on the original FXR frame design produced from 1982 to 1994. These all-new motorcycles are loaded with Genuine Motor Accessories, including 23 chrome accents, and the ThunderStar 5-spoke custom cast wheel with matching floating front disc brake and rear sprocket. The FXR2 and FXR3 come in a selection of bright candy paint schemes and are priced to sell at \$16,995 for the FXR2 and \$17,995 for the FXR3 with its factory flame paint scheme.

—Benoît Lamboeuf



entertainment

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For the wildest biker parties on the planet, and the hottest scooter foxes anywhere, look no further than Easyriders Video #39, the Best Biker Parties video. Thrill to the Myrtle Beach Blowout, dare to delve into the Bean Blossom Boogie, and gasp at the spleen-grabbin' antics at the Iowa Freedom Rally! Plus there's coverage of Laconia's 75th, Easyriders Grand National Rodeo in Chillicothe, Ohio, and Love Ride 15. It's all

wrapped up in one glorious, hour-long video! The Easyriders Video Crew didn't sleep for three solid months so that you could drool over these brain-blasting biker parties. Get this one while it's hot by calling (800) 247-6246 and order yours today.

investment news

Excelsior-Henderson sells \$3 million in Series C convertible preferred stock

Belle Plaine, MN, January 22, 1999—Excelsior-Henderson Motorcycle Manufacturing Company (NASDAQ: BIGX) has announced the closing of a private placement of \$3 million of Series C Convertible Preferred Stock to an investment fund managed by Rose Glen Capital Management, L.P., the same institutional investor that purchased \$10 million of the company's Convertible Preferred Stock on September 3, 1998. The financing was arranged by Shoreline Pacific Institutional Finance, the Institutional Division of Financial West Group of Sausalito, California.

"The proceeds of this private placement will be used primarily to fund working capital needs and for general corporate purposes," said Thomas M. Rootness, senior vice president and chief financial officer. "This represents another milestone accomplished within our financial plan," he added.

The conversion price of the Series C Preferred Stock is \$9.92, a 10 percent premium over the recent market price, and is fixed until September 3, 1999. Thereafter the conversion price may vary based upon the market price of the company's Common Stock during the period immediately preceding conversion.

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Easyriders Scottsdale, 3748 N. Scottsdale Rd., Scottsdale

California

Bartels' H-D, 4141 Lincoln Blvd., Marina Del Rey
H-D of Glendale, 3717 San Fernando Rd., Glendale
Hi-Tech, 5901 Sepulveda Blvd., Van Nuys
Palm Springs H-D, 19465 N. Indian Ave., Palm Springs
San Diego H-D Co., 5600 Kearny Mesa Blvd., San Diego

Colorado

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arts and entertainment

Rockin' Joe Cocker on Speedvision

Legendary rocker Joe Cocker and his motorcycle-riding wife, Pam, take time out for an interview with Speedvision's Genevieve Marie on Bike Week, part of Speedvision's "Two-wheeled Tuesday" lineup. The Cockers appear in their aptly named Mad Dog Ranch Cafe to talk about the Cafe's history and its authentic rock 'n' roll/biker theme, highlighting Joe's prized music memorabilia.

Look for Bike Week on Tuesday nights; check local listings for times. Speedvision offers more motorcycle events and lifestyle programming than any other cable or broadcast network.



Gen and the Cockers at Mad Dog Ranch.

Art of Motorcycle wraps in Chicago

Since early November the stately Field Museum, located near Lake Shore Dr. next to Lake Michigan in downtown Chicago, has been home to The Art Of The Motorcycle exhibit. Chicago is the second U.S. stop on the acclaimed exhibit's international tour. The Art Of The Motorcycle originated from the Solomon R. Guggenheim Museum in New York City, where it enjoyed a lengthy stay last summer. It is a motorcycle show like no other. From an 1868 French Michaux-Perreaux wood-rimmed rider, to the latest, sleek sleds of 1998, every style and make is on display. More than 73,000 visitors paid homage to our life bread through January '99. Nancy O'Shea from the Field Museum's public relations office commented, "Everybody really enjoys the show. From serious motorcycle enthusiasts who love their motorcycles as art, to the general public who seem genuinely interested in the evolution of the motorcycle over 130 years, they all love it."

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short strokes

What's it all about?

There I was in downtown L.A. in a trashy parking lot overlooking a myriad of multi-shaped high rises housing some of the nation's largest banking institutions. It was interesting to look around at the surroundings as we shot the black Street Stalking menace. There we were perched amidst a high rise banking Mecca while the surrounding areas were inhabited by bums, the homeless, and illegal immigrants. What a crazy world we live in. Here's the news: I may be modifying an Excelsior-Henderson for the ride to Sturgis this year. Imagine the first American-made motorcycle other than Harley in 40 years and I'm chopping it. I know, I'm a sick puppy. Watch for the results on these pages... **CARB has backed off in California.** We have seen somewhat of a reprieve, but they're still coming at us with regulations six times what the federal standards are, only the restrictions won't get stiff for another five years. Time to find a place in the desert to ride, before we're restricted off the roads... **Back to Excelsior-Henderson.** The big news is as of December 7, 1998 the Big X began assembly line production of non-serialized motorcycles, strengthening its confidence that the company was within weeks of starting production of the 1999 Super X model. Then on January 4, 1999, we received news that Super X Commemorative serial #0001 rolled off the assembly line and was immediately delivered to the Excelsior-Henderson Heritage Motorcycle Museum (we're trying to get a photo of #1 to share with the world). There are some very excited people in Belle Plaine, Minnesota... **Here's a story of heart.** D.C. Petachi wants to raffle off his motorcycle and split the proceeds between the M.S. Society and himself. Ya see, he has been diagnosed with multiple sclerosis. This brother is hurting and wishes to raffle his bike off as a solution, but I would hate to see any man lose his motorcycle. Those wheels to freedom should be the last thing to go. So here's his phone and address in the event that anyone out there can help (814) 833-0239, 3007 Highland Rd., Erie, PA, 16506. Hang in there, Donald...An

undercover cop posed as a **biker/bit man** recently, to dupe a man trying to find a hit man to kill his girlfriend's husband in Ohio. Radar sent me the clipping with the following note, "Once again our fine friends in law enforcement use H-D and the biker images as a symbol of criminal activity. Until this myth of danger at the hands of bikers is destroyed, we will never be free." Suppose that's our sorry lot in life... You all know about the news laws against smokers and the avalanche of anti-smoking campaigns, not to mention the MADD maniacs who won't be happy till they bring back prohibition—but wait there's more! The Department of Transportation has offered to the major U.S. airlines a new set of guidelines to answer complaints from passengers with **peanut allergies**. That's right, according to the *Wall Street Journal*, the guidelines would require each airline crew to establish a peanut-free perimeter with a buffer row in front and back, meaning at least three rows would be designated peanut free... Remember the **Titan/Playboy** subscription sweepstakes? Well that promotion won a gold award in a magazine industry competition. Not only did it attract readers to enter the sweepstakes featuring a Titan customized for *Playboy*, it also increased subscription sales by more than 200 percent. Not bad... The H-D factory just kicked off a program for rebuilding **Evolution engines**. Here's the deal: \$1,400 for a complete rebuild, and I mean from the bottom up, inside and out. They will bring any Evo engine up to current specs and return it to your nearest dealer in three weeks. You take the engine to a dealer and they'll crate it and send it to the factory. When it comes back you'll receive a one year warranty with your lookin'-like-new engine. Helluva deal... A final note, Polaris just announced the formation of a **NASCAR racing team** with Rusty Wallace, Al Unser Jr., Richard Petty, and Ted Musgrave forming "Team Polaris" racing. Heavy crew. With new team Butch Mock Motorsports, Ted Musgrave will be behind the wheel of the No. 75 Remington/ Polaris Taurus this year... Now I'll sit back and ponder her long legs, the tender clutch of her hands on my chest as I shift gears, and the way she carefully slips a napkin under my icy tumbler of Jack on the rocks just when I need it. Time to hit the road.

—Randall Ball

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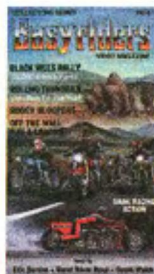
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☐ Video 1: Easyriders Grand National Rodeo '88, David Mann, Music by David Allen Cox, The Doors, and more.



☐ Video 2: Daytona Bike Week '89, Easyriders 1st Bike Show, Simms Bike Feature, Tom Arnold Comedy, Carnal Heat, Roger McGuinn.



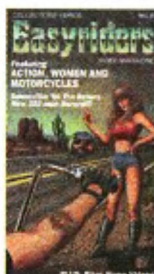
☐ Video 3: Stungs '89, Rolling Thunder '89, Easyriders Streamliner Land Speed Record Attempt, Rodeo Bloopers, Eric Burton & Burnt Fries.



☐ Video 4: Love Ride '86 - Markain Forbes, Mass, Easyriders Grand National Rodeo '89, Tijuana Toy Run, Ka Racing, Vintage Indian Film.



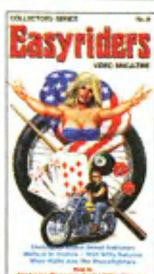
☐ Video 5: Easyriders Bike Show '90, Daytona Bike Week '90, David Mann's Daytona Collection.



☐ Video 6: Easyriders Land Speed Record, Wild Willy Perce, Vintage Bike Museum in Texas, Biker Home Videos.



☐ Video 7: Stungs '90 50th Anniversary Special, Easyriders 20th Anniversary, Wild Willy, Lynard Skynard and B.B. Good.



☐ Video 8: Easyriders Grand National Rodeo '90, Party in Austin, Jackson Browne, Little Caesar, Robbie Lee Williams.



☐ Video 9: Daytona '91 - 50th Anniversary, Easyriders Bike Show '91, 1931 Vintage Race - Harley Indian Shootout, Vicious Cycles.



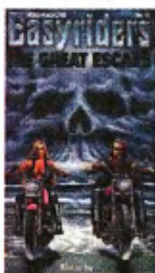
☐ Video 10: The Best Parties! Stungs '91, Loconia '91, Red River Run, Doobie Brothers and Clee Dean.



☐ Video 11: Easyriders Rodeo '91 - Chillicothe, Oh, Baltimore Toy Run, NYC Run for our POW/MIA's, The Mating Game.



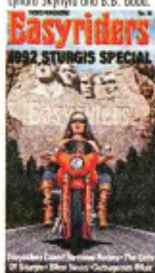
☐ Video 12: Am-Jam Tattoo Expo, Easyriders Rodeo Highlights, Ed Kretz, The Grateful Dead and Jimmy Wood and the Immortals.



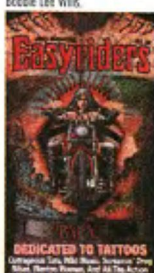
☐ Video 13: Daytona '92, Laughlin River Run '92, Easyriders Bike Show '92, Bill Elkins, Andrew Dix Clay, Vintage Film Clips.



☐ Video 14: Redwood Run '92, Iowa Freedom Rally '92, Easyriders Rodeo '92 - Middleton, Antique Bike Races, Tim Herdine.



☐ Video 15: '92 Stungs Special, Pison Bike Show, Easyriders Grand National Rodeo '92, Hooper Olympics, Burnt River & Jim Brady.



☐ Video 16: Sea of Blue Tattoo Show, Easyriders Grand National Rodeo '93, Biker Fantasy, Music by Hell Hounds.



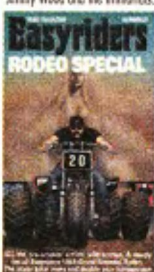
☐ Video 17: Daytona Bike Week '93, United Bikers of Maine Party '93, Drag Racing Action, Desert Fantasy, Home Pointing Tech Tip.



☐ Video 18: Harley-Davidson 90th Anniversary, Wisconsin Freedom Rally, Philly Toy Run, Senator Ben Nighthorse Campbell.



☐ Video 19: Easyriders Chili Rodeo '93, Road to Stungs, Tim Bauer Comedy, Lawrence Lancia 'Revenge'.



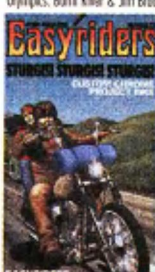
☐ Video 20: Easyriders '93 Rodeo Grand Nationals, Mardi Gras w/Tip, Carlin's Fantasy Bike Week, C.C.I. Pro Street Kit Tech.



☐ Video 21: Daytona '94, Easyriders Invitational Bike Show '94 - Columbus, Run to the Wall, Accel Fuel Injection Tech.



☐ Video 22: Laughlin River Run '94, Fashion Show, Miami Tech Tip, David Barr's World Tour, Music by Sing Walkers.



☐ Video 23: Stungs '94, Easyriders Fox of the Year, C.C.I. project bike, Spring Cleaning w/Clean Dean, Cell Monow Worked Project.



☐ Video 24: Florida Key Runs, Easyriders Rodeo Grand Nationals '95, Headless Revival, Chomre Playing Feature, Misch McCluskey.



☐ Video 25: Daytona '95, Easyriders 7th Invitational Bike and Tattoo Show, Dave Mann Bike Wash, Cane Cans Ignition Tech.



☐ Video 26: Best Bike Parties, Loconia '95, Tijuana Toy Run, Brake Bleeding Tech, Illusion Motorcycle.



☐ Video 27: Black Hills Classic '95, Four Corners '95, Harley's VR-100, Aero Charger.



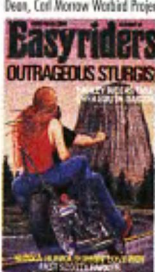
☐ Video 28: 25th Anniversary issue, Easyriders Rodeo Roundup, Women of Drag Racing, Easyriders 25th Anniversary issue.



☐ Video 29: Daytona '96, Easyriders Bike & Tattoo Show, Inside the Harley Motor Factory.



☐ Video 30: Laughlin River Run '96, Texas Rattlecane Roundup, Mylo Beach '96, Bigdipper '96, Doobie Brothers.



☐ Video 31: Stungs '96, Love Rodeo '96, Del Mar, Jimi Machine, Scotty Parker. Music by Carlos Guitars.



☐ Video 32: Daytona '97, Easyriders Rodeo Wapac '95, Wild Wazels, S & S Cycle.

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One of the most honored occupations anywhere in the world is that of the firefighter. It is a job made up of men and women who put their lives on the line every day under horrific conditions.

Last year in Los Angeles four L.A. City firefighters paid the ultimate price with their lives while in the line of duty. Three, Michael D. McComb, Michael A. Butler, and Eric Reiner, perished in a horrible helicopter crash, and one, Fire Captain Joe Dupee, went into a burning building to rescue his crew, and did so, but was overcome by smoke. The four heroes were honored by a faction of firefighters who felt compelled to reach out to the surviving families of the four. What faction you ask? Who else? The biker faction. The Wind and Fire MC, an international club of motorcycling firefighters, got together with the Glendale chapter of the Golden State H.O.G. group for a First Annual Fallen Firefighter Benefit poker run in Southern California on Sunday, Sept. 13.

The run began at the Swallows Inn in San Juan Capistrano, then moved on through scenic canyon roads to Mugs Away, Cook's Corner, Firehouse Pub & Grub, and finally, La Vida Roadhouse Restaurant, a well-known biker hot spot on Carbon Canyon Road.

The \$20 entry fee got the approximately 230 participants a classy 3-D cloisonné run pin (designed by Ken Fitch), a

barbecue chicken lunch at La Vida Restaurant, the sounds of Ray Nichols and the Shovelhead Blues Band, a live auction of donated gifts which included weekend stays in Laughlin, Nev., game tickets and merchandise from the Anaheim Angels, denim jackets from Oliver Shoukuh at Glendale H-D, and

brotherhood of riding firefighters in general. These are benevolent brothers with a charitable streak. In the past Wind and Fire has sponsored a kids burn camp in Fresno, Calif., and in conjunction with McDonald's held a Camp Good Times for kids in the mountains of Idyllwild, Calif.

Kurt Lindebaum, 46, who rode in from

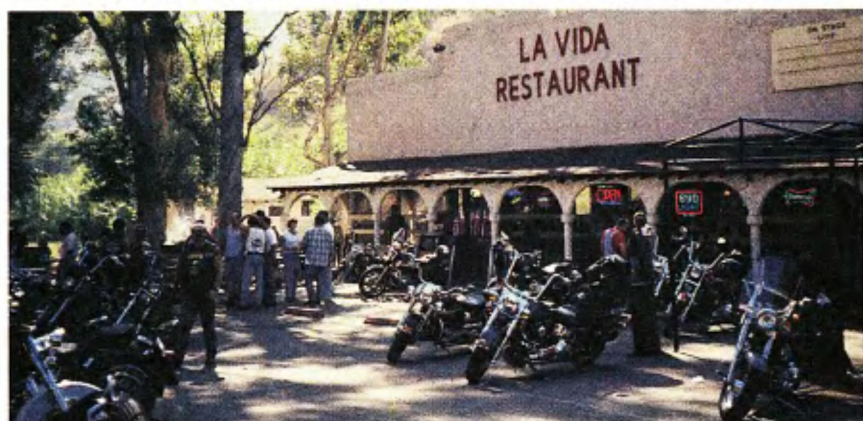


Photo: Kim Peterson

magazine subscriptions to *Easyriders*, *In The Wind*, and *Biker*.

According to the event's organizer, Don Stewart of Station 9 in Mission Viejo, approximately \$3,000 was raised, with \$750 going to each of the four families, donated directly to a credit union. Don said the run was inspired by members of his Wind and Fire chapter who wanted to do something to bring their chapter together for the good of the families as well as the

Upland, Calif., representing LACOFD #188 in Pomona summed the day up by saying, "Like bikers, we're a big fraternity. This is good for the wives; it shows the dedication of the guys. I would want it for my own family."

In an ironic twist, part of the poker run route had participants riding through the canyons that had recently burned, making the event all the more poignant.

—Kim Peterson

investment news

Two-Wheeled Investor

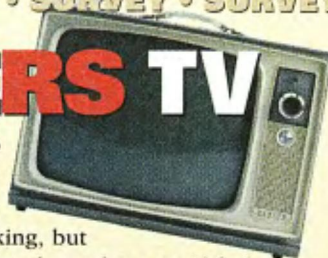
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How-To Mechanical	1	2	3	4	5	6	7	8	9	10
Movies	1	2	3	4	5	6	7	8	9	10
Rallies/Travel	1	2	3	4	5	6	7	8	9	10
Related Sports	1	2	3	4	5	6	7	8	9	10
Music	1	2	3	4	5	6	7	8	9	10
General Ent.	1	2	3	4	5	6	7	8	9	10
News	1	2	3	4	5	6	7	8	9	10
Bikini Contests	1	2	3	4	5	6	7	8	9	10
Motor Sports	1	2	3	4	5	6	7	8	9	10
Related Series	1	2	3	4	5	6	7	8	9	10
Comedy	1	2	3	4	5	6	7	8	9	10
Custom Bikes	1	2	3	4	5	6	7	8	9	10

Do you own a V-twin?

☐ American ☐ Japanese ☐ European

Age Bracket:

☐ 0-20 ☐ 20-30 ☐ 30-50 ☐ 50+

Marital Status:

☐ Single ☐ Married ☐ Divorced ☐ Children # _____

Number of people living in your household: _____

Annual household income \$:

☐ 0-20,000 ☐ 20-40,000 ☐ 40-80,000 ☐ 80,000 and up

Cut out and mail to:

Easyriders TV Survey
PO Box 3000
Agoura Hills, CA 91376-3000

hall of fame

Cyndi Calhoun

Cyndi Calhoun is a driving force in the Texas Motorcycle Rights Association (TMRA II). When the Association started, this fiery redhead from Alabama helped to make it all happen. She's never appeared in the spotlight but without her efforts, the Association couldn't have grown. She is member number 19, and one of only 100 Special Life Members in the Association. She was there in the early days, at the kitchen table folding, stamping, and stapling when the first newsletter went out.

In 1997, when TMRA II moved from a spare bedroom to a full-time office in Austin, Cyndi was officially appointed state secretary and treasurer. This job is made up of a lot of 24- to 36-hour shifts—with no pay. It's Cyndi Calhoun who keeps the records straight, pays Association bills, picks up supplies, and deals with daily problems and the public. I'm proud to suggest Cyndi for the Easyriders Hall of Fame. Thank you, Cyndi, for all you've done.

—Sputnik

State Chairman, TMRA II



Cyndi swoons with singer Johnny Rivers at the '98 NCOM Convention.

Did you hear the one about the cross-eyed seamstress?

She couldn't mend straight.

Bob A. Weegee
 Soma-wheres

Dear Bros Club,

I have a 1996 Road King and I recently installed 80-spoke Hallcraft wheels, a Corbin seat, and for some added juice, the new Mikuni PAT setup. A three-day ride up the coast landed in my lap, and I was hot to hit the road. The bike was running like a top and glistening from end to end.

Day one took us up the coast. The weather was fine and life on the road couldn't be better. On day two we rolled into the desert. I was out in front, feeling the heat off the land turn my skin a dark tan, while we passed a constant line of iron cages. The bike was running like a bat outta hell when it first coughed. It blinked, I cringed, then it kept going. I had plenty of gas so I wasn't approaching reserve. I relaxed and the wind felt good whipping through my hair, then it coughed again, sputtered and died.

There I was sitting alongside the smoldering desert highway with four guys snarlin' at me. Man, it was hot as pancakes on a griddle. We had heard about petcock problems on these new models, but rumors weren't helping in the desert, miles from even a cold beer.

A few hundred feet ahead was a call box, so I pulled out my Bros Club card and made a call. I didn't know what to expect, but the Bros Club rep hit me with a good attitude and told me to hang, 'cuz someone would be out shortly. Just 45 minutes later a flatbed arrived and we loaded the king on for the trip to Easyriders of Fresno. The petcock was replaced and within two hours I was back on the road.

It's great to call a service that doesn't give you a hard time, about being a biker.

Ride Forever,

Snarlin' Jack

Pacoma, Calif.

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BA311

Acct# Exp. Date

Signature

(must have)

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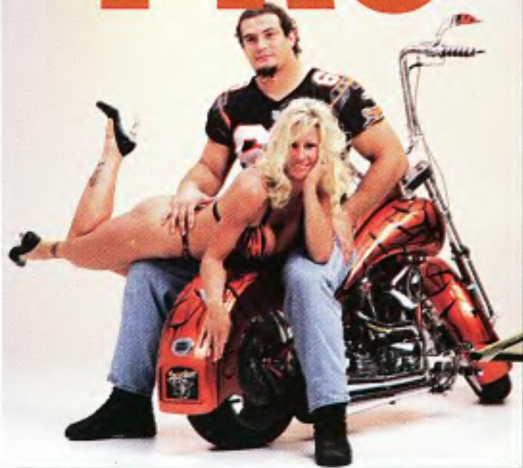


The **NFL** Meets **PRO** Wrestling

You're looking at Ken Blackman, Cincinnati Bengals starting right guard, and his wife, Debrah Blackman, aka Alundra Blayze, aka Madusa, holder of the the World Wrestling Federation (WWF) Ladies Championship title, former World Championship Wrestling (WCW) gorgeous grappler, and current free agent. [As of this writing, Debrah is in negotiations with both the WWF and WCW]. Together they bring massive muscles, incredible athletic skills, a dedicated workout ethic, and a passion for riding into their action-packed lives.

Ken stands 6-foot-6, and you practically need a beef scale to weigh in the 26-year-old giant who, depending on his last meal and season, tips in between 318 and 330 pounds.

Playing in the pros was not a boyhood dream for Ken. Actually, he never really gave much thought to an NFL career until his senior year at Abilene Whiley High School in Abilene, Texas, when his girth, guts, and balls-out approach to the game grabbed



the attention of several university scouts. Ken chose the Fighting Illini of Illinois in the Big Ten. His freshman year he weighed in around 230, jumped to 260, and went from tight end to defensive line. In his junior year a starting position opened on the offensive line and with Blackman now approaching the 280-pound range, right guard became his. His dominating performance in his last two years at Illinois caught the attention of the Cincinnati Bengals who drafted Blackman in the third round, 69th overall. Ken's intensity and dedication earned him the starting right guard position his rookie season, a season in

which he allowed only three sacks in 10 starting assignments. Wearing number 66, he's played every game for the past three bone-crunching seasons, a remarkable feat for today's injury-riddled NFL rosters.

Ken's wife, Debrah, a native of the frozen tundra known as Minnesota, makes her living warming up the fans of →

ON THE GRIDIRON, PUMPIN' IRON, AND RIDIN' IRON



professional wrestling, where her electrifying moves have made her a World Champion and a household name among wrestling enthusiasts.

Actually, a story within a story is Debrah's grandmother, who at age 75 still rides a Shovelhead almost every day. It was grandma who had young Debrah in the saddle as a young girl and made sure she kept riding all her life.

Debrah's initiation into the wrestling world is another interesting story. Seems some years back, when she was just 22 and working as a nurse, Debrah was out riding with a girlfriend when they decided to stop and visit a stunt man and stunt coordinator they both knew. By evening's end the stunt man was telling Debra she ought to get into the entertainment field. Debra wasn't buying any of his lines, especially when he suggested she try her hand at women's wrestling. Actually, her response was, "Yeah, right, all that spittin' and yellin' and crap ..." But the guy kept calling and encouraged her to at least consider a ride over to what he called the "wrestling gym."

She finally agreed, and it turned out that the small, remote gym to which the stunt man had referred was also the place where Jesse "The Body" Ventura, Hulk Hogan, Ric Flair, and other mega names of the wrestling world worked out. Within a few

weeks, with the tremendous help and hospitality of these giants in the business, she had her first fight scheduled, for which she earned a whopping \$10.

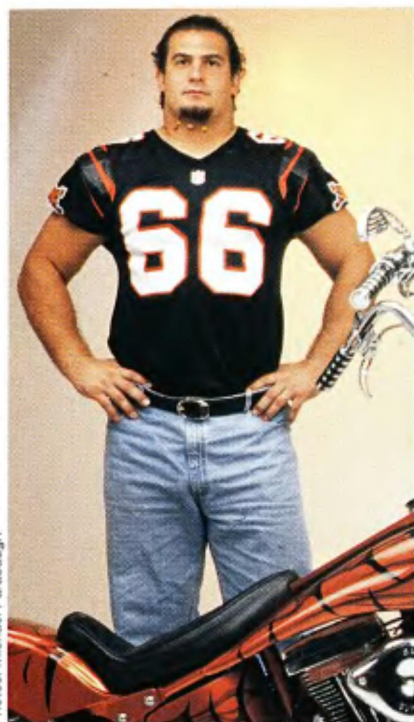
Like motorcycling, though, wrestling got under her skin. The following week Debrah quit the nursing job and pursued a wrestling career full-time. It didn't take her long to discover that pro wrestling wasn't all glitz and glamour. For the next two years she practically lived in her car. "Sometimes I would drive three hundred miles to a Friday night fight, for fifty or a hundred bucks. But it's paid off. I've

been all over the world the past fourteen years ... Africa, Japan, all over Europe."

As Debrah began to be recognized for her skills in the ring, she also gained the knowledge required to manage the business end of her career. Japan was the turn-around. She was the first American woman, and a blonde at that, to sign a major contract with Japanese Women's Wrestling. At the time, Americans were still looking at women's wrestling as pretty much a tits and ass show, rather than seeing it as world-class athletes working hard to put together quality sports



Spooke's Custom Cycles-built Softail owned by Big Daddy Dan Wilkenson, formerly a teammate of Ken's on the Bengals and currently with the Washington Redskins.



entertainment. Women's wrestling in Japan, on the other hand, was bringing in 60,000 spectators per event—and also paying very well. Debrah took her show to Japan for three years, which proved to be extremely beneficial. This eventually created the opportunity for her to become the Ladies Champion in the United States.

The stint in Japan also lead Debrah into producing a CD, in which she sang in Japanese, as well as a workout video, calendars, commercials, etc. After paying her dues in professional wrestling—from begging for a fight on the independent circuit, to doing battle in the old school of AWA in Minneapolis, to earning the All-Japan Women's Title, Debrah's career was booming. Her triumphant return to America as Madusa lead her to a spot in the squared circle of Ted Turner's WCW. After two and a half years with the WCW, Debrah took her sultry skills to Vince McMahon's WWE, where she wrestled for another two and a half years. Then it was back to the WCW for another two-year stint.

That was also about the time the sparks began to fly for these two athletes. Debrah and Ken met in a bar in Dayton, Ohio, after a wrestling match, and the chemistry was instant. The fact that they both had their scooters parked outside didn't hurt, either. Love bloomed and it wasn't long before they eloped to Jamaica for an island wedding.

Though her schedule keeps her plenty busy, Debrah's an avid football fan who either flies, drives, or rides to Ken's home

games. The football season keeps them pretty much a thousand miles in opposite directions, as Debrah also oversees Spooke's Custom Cycles in Homosassa, Florida, a shop the two purchased after their

marriage. Incidentally, both bikes seen on these pages were designed by Ken and Debrah, who split time between their homes in Kentucky and Florida.

Ken, who's been on and around bikes since he was a young pup in Texas, joined the ranks of Harley riders during his college days. The big man gets a huge thrill out of strapping on his Bengals helmet and riding in on game day, navigating his bike through the swarms of tailgating fans at Cinergy Stadium. Naturally, Ken and the bike are immediately surrounded by well-wishers, especially kids looking to grab a special moment with the ever-accommodating gentle giant.

As Ken and Debrah demonstrate, motorcycling ambassadors come to us in all shapes and sizes, but what is common of them all is a love of riding, a passion for life, and a down-home, good natured attitude toward your fellow man. Lemme hear you say *Hallelujah!*

—Michael Farabaugh

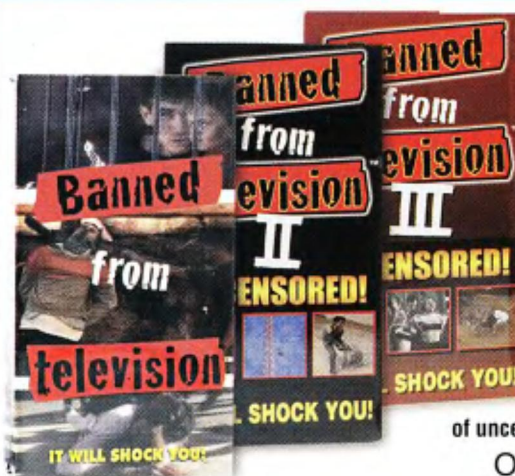


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POMONA

PACKS 'EM IN!

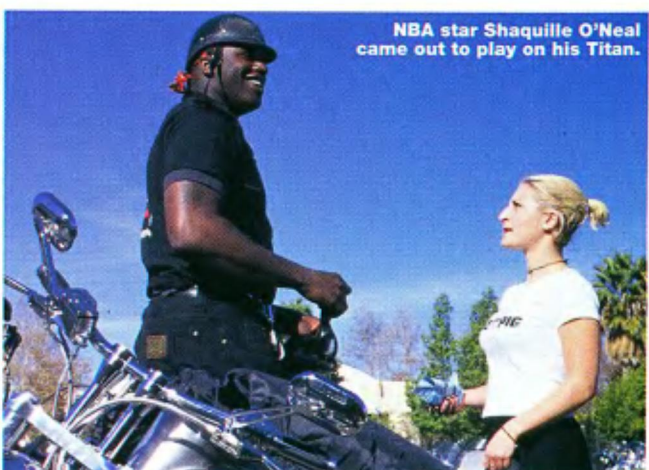
THE EASYRIDERS BIKE SHOW STRIKES AGAIN!



The Easyriders Bike Show in Pomona, California, was more fun than a rabid ferret down your pants! No, this is not an exaggeration by some deranged mind. In a recent survey, the Easyriders Bike Show was found to be more unbridled fun than a ferret down your trousers, a poke in the eye with a sharp stick, or an evening with an insurance salesman. Proof positive my friends! The Pomona Fairplex was a pastel oasis jammed to overflowing with incredible custom creations, the likes of which the world has never before seen. More than 150 custom,

classic, and vintage bikes were on display to a packed crowd of some 8,000 fans of far-out fabrication.

On Friday, January 8, the great gray roll-up doors creaked open for bike show entrants and vendors to set up for an all-out killer custom contest. Our crack team of show professionals set up a digital camera to record every bike that entered and then the fearless Easyriders staff placed each bike with tender, loving care. Set up continued through the night and into the morning. The Arlen Ness truck rolled in, offering a selection of



NBA star Shaquille O'Neal came out to play on his Titan.



mind-altering scoots; Ron Simms brought in an Easter egg selection of bad-ass bikes; Big Dog growled with fierce hybrids; and Johnny Pag displayed his pavement poundin' hardtails. As 11 a.m. Saturday morning rolled around, the last few dozen bikes were rushed inside and put through the process. When the Fairplex clock struck high noon, the doors swung open to a massive crowd and two-wheeled fans flew into the hall in a custom bike-seeking frenzy.

Amid the masses of wide-eyed scooter lovers, one man stood

head, neck, shoulders and chest above all others ... literally. Basketball great Shaquille O'Neal strolled into the show, taking court-sized strides through the crowd to check out the latest in custom iron and sign more than a few autographs and pose for pictures before blasting off into the sunset aboard his Titan motorcycle. Truth be told, Shaq looked like a full-grown adult on a tricycle, crowded onto that thing. But the great one's smile said it all ... live to ride, baby.

Nonstop rock 'n' blues rolled the show along all afternoon





and into the night, only taking time-outs for the Easyriders fashion shows and Calendar Girl contest. Lovely local ladies advanced to the stage and the audience members were the judges of this jiggle-fest. After the wigglin' women strutted their stuff, the lovely and talented Brigitte was named the hottest honey of the day and will appear in our Easyriders Calendar for the year 2000. Meanwhile, Easyriders Girl Lori Kutter posed on the Captain America chopper replica with adoring fans for a digital photo op.

You could find everything for your scooter or yourself, from leathers, T-shirts, and gew-gaws, to a banquet of biker aftermarket goodies, and, yes, even bikes for sale. When all the Spectator Class votes were in and counted (yes, YOU chose the winners in this category), Dave Nichols, editor of *Easyriders*, Kim Peterson, editor of *In The Wind*, Dean Shawler, editor of *Biker*, Mike Osborn, editor of *Quick Throttle*, and Scott

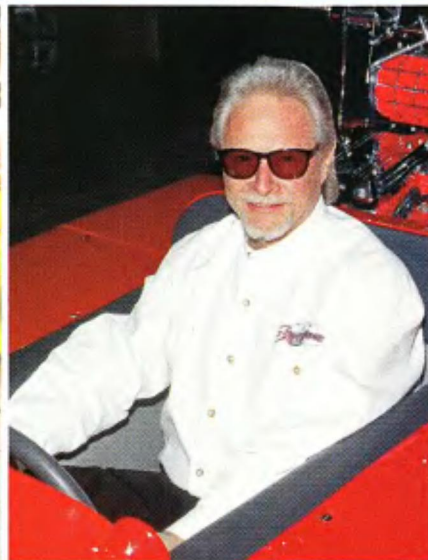
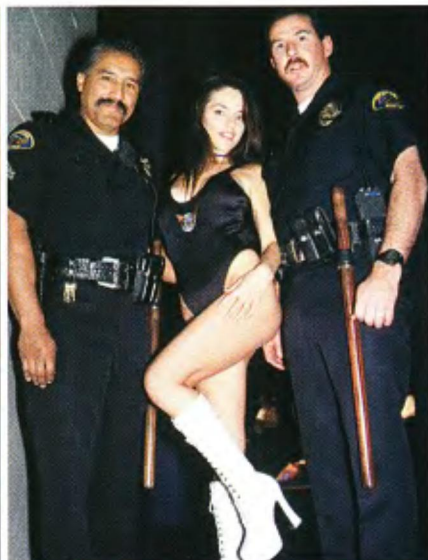
McCool, associate editor for *Easyriders* and *In The Wind*, placed the winners in the proper categories and did last-minute sweating over the Judged Class. Promptly at 10 p.m., Dave Nichols and Lori took to the stage to announce the winners and hand out the awards. As always, every single entrant deserved one of the unique Dave Mann "Ghostrider" trophies, and in our eyes every bike and every builder is a winner.

Among the highlights of this day was an honorary mention for best display going to Kirk Kelly for his half-a-Sportster buried in the convention floor. Speaking of buried, the best overall display went to Keith Drum for his eerie graveyard scene. Keith also took Best of Show in the Spectator Class for his '98 custom Softail with blower. Yasuyoshi Chikazawa put smiles on many a face with his minimalist chop jobs, and the Early-Riders 1st Place award went to 78-year-old George

Adams for his pristine his and hers 1946 and 1947 Flatheads. In the Judged Class, Ralph Biase took 1st with his Sugar Bear-built long bike, and the Editor's Choice award went to Mark Cohen for his '98 purple custom chopper. As always, the top three winners in the Judged and Spectator classes get their bikes featured in one of our fine magazines.

Don't forget, we saved the best for last, as all the winners of our eight great Bike Shows were invited to Columbus, Ohio, for the ultimate three-day blowout bike show extravaganza. Watch for all the action right here on these pages. Easyriders wants to thank our Bike Show Sponsors: ACCEL, Avon, Bardahl, Belt Drives, Ltd., Custom Chrome, Drag Specialties, Hallcraft's, Legends, Milwaukee Iron, Biker's Choice, Performance Machine, and Run Roader for helping us bring you the best bike show season ever!

—Russell Upsemgrub



Photos: Markus Cuff

And the Winners Are...

Spectator's Class

Best of Show

1st Place
Keith Drum
Yorba Linda, Calif.
1998 custom Softail
with blower

2nd Place
Alan Raza
Las Vegas, Nev.
1998 Bourget
ProGet Chopper

3rd Place
James Bunker
Chino Hills, Calif.
1998 FXWD

Easyriders
1st Place
Vincent Castillo
West Covina, Calif.
1988 Softail

2nd Place
Daniel Linde
Wrightwood, Calif.
1958 FLH

3rd Place
Gary Lick
Azusa, Calif.
1998 Pro-One Street Custom

4th Place
Alfred Parco
North Hollywood, Calif.
1981 Shovel chopper

In The Wind

1st Place
Emil Sargis
La Habra, Calif.
1997 Springer

2nd Place
Yashuyoshi Chikazawa
Huntington Beach, Calif.
1947 FL

3rd Place
Frank Romero
Oceanside, Calif.
1975 stretched Shovel

Quick Throttle
1st Place
Damian Gregory
Los Angeles, Calif.
1988 XR1000 Buell

2nd Place
Larry and Annie Muller
Azusa, Calif.
1998 Ultimate
Custom

3rd Place
Mike Weber
Brea, Calif.
1998 Pro Quad

Biker

1st Place
Cliff Copeland
Corona, Calif.
1997 rigid Panhead
chopper

2nd Place

Jim Hawk
South El Monte, Calif.
1958 FLH

3rd Place
Scott Berton
Los Angeles, Calif.
1997 Special
Construction FXR

VQ
1st Place
Mario Rivas
Pacoima, Calif.
1999 Softail

2nd Place
Tony Rocha
Lakewood, Calif.
1990 FLSTC

3rd Place
Jame Tuckett
Woodland Hills, Calif.
1998 Softail

Early-Riders

1st Place
George Adams
Anaheim, Calif.
1946 and
1947 Flatheads

2nd Place
Prof. Richard Bunch
San Jose, Calif.
1947 Indian
Chief

3rd Place

Kevin and Connie Kelly
Chino Hills, Calif.
1948 with sidcar

Best Display

Keith Drum

Honorable Mention Display
Kirk Kelly

Judged Class

Best of Show

1st Place
Ralph Biase
Rosemead, CA
1998 Sugar Bear Chopper

2nd Place
Yashuyoshi Chikazawa
Huntington Beach, CA
1971 Custom Shovel

3rd Place
Shawn Smith
Long Beach, CA
1947 Knuckle

Editor's Choice
Mark Cohen
La Costa, CA
1998 Custom Chopper

Best Radical

1st Place
Rodney Aguiar
Yorba Linda, CA
Purple Special
Construction

2nd Place

Vince Puccio
Chino Hills, Calif.
1984 FXR

3rd Place
Wayne Cleff
North Hills, Calif.
1993 FXRS

Street Custom

1st Place
Matt Horch
Fullerton, Calif.
1999 Special
Construction Softail

2nd Place
Rick Knox
Yorba Linda, Calif.
1998 Special
Construction Softail

3rd Place
Kyle Kirkman
Covina, Calif.
1989 Special Construction

Specialty
1st Place
Randy Morgan
Costa Mesa, Calif.
1999 radical rigid

2nd Place
Patrick Stroupe
Tustin, Calif.
1968 BSA
Thunder-Bolt

3rd Place

Gregory Griffin
Oceanside, Calif.
1998 FLHT

Best Sportster

1st Place
John Spatafore Jr.
Bonita, Calif.
1998 Sportster

2nd Place
Frank Zavala
Los Angeles, Calif.
1988 Sportster

3rd Place
Doug Elliott
Oceanside, Calif.
1964 XL

Best Antique

1st Place
Gary Sandefor
Ventura, Calif.
1936 ULH

2nd Place
Don Whalen
Monrovia, Calif.
1952 Indian Chief

3rd Place
Erwin Moller
Santa Ana, Calif.
1946 Indian Chief



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EASYRIDERS RIDE-IN BLUES FESTIVALS

THREE-DAY
EXTRAVAGANZAS
FOR 1999

What biker doesn't love good ol' rock 'n' blues? Yeah, we couldn't think of one either, and that's exactly why your bros at Easyriders have created 10—count 'em, 10—all-out fun fests for 1999 called the Easyriders Blues Festivals. These kick-butt three-day events will be ride-in rock 'n' blues blowouts like nothing you've ever experienced! We'll start off these weekend rockin' retreats with five top regional blues bands along with legendary blues artist Sonny Moorman.

Imagine a biker-friendly campsite, great food and drink, tattoo artists ready to make your skin art dreams come true, as well as the incredible Easyriders Motorcycle Rodeo, Motorcycle Demolition Derby, and Thrill Show, all coming to your town for a

three-day bash with a backbeat of nonstop live music and killer entertainment. You'll see so many bikes, babes, and blues bands, that you'll think you're in biker heaven.

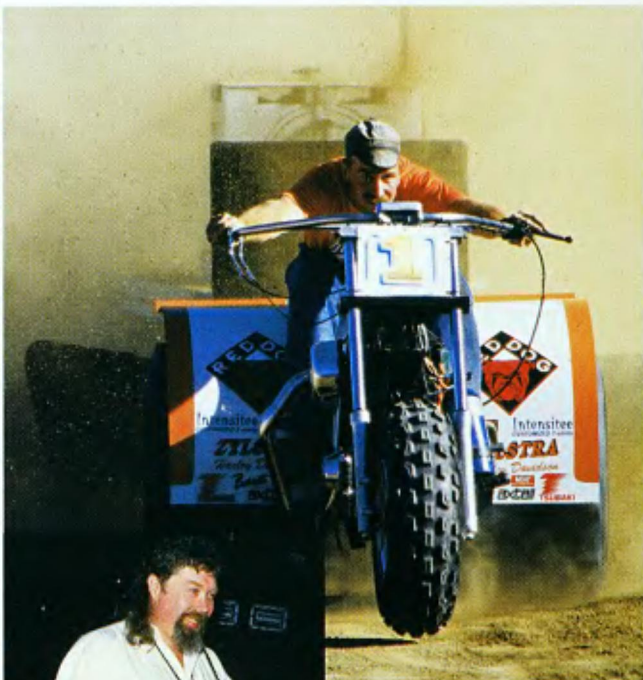
What more could ya want? How 'bout the bizarre spectacle known as Barstool Races! What are they? You'll have to attend one of our Bike and Blues Festivals to find out. We guarantee that you'll have about as much fun as a bike ridin' fool can take ... or else! Look for locations and dates coming soon right

here on the pages of the best motorcycle rag on the planet.

Easyriders Blues Festivals '99 are coming to your area soon. It's like the circus coming to town ... 'cept we don't have a high-wire act or elephants yet.

—Dave Nichols





Photos: Mike Lichter, Billy Timney, Aaron Stevenson



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Howdy, folks. First of all I'd like to thank everyone who came out last year and supported us in our efforts to help the American Diabetes Association. They predicted rain but the spirit of Lou Kimzey was with us and the sun shone on a picture-perfect day as riders from all over Southern California and Arizona came together for a good cause.

This year we've moved the ride back two and a half months so we shouldn't have to deal with any wet conditions, and the ride is planned to be bigger and better with more of everything. Rip's BAD Ride to fight diabetes will be leaving from many start locations, including local Harley-Davidson dealers and other bike shops.

As Willie G. Davidson told me at last year's run, "Sometimes it's good to be bad." I couldn't agree more. For information call Lori Stevens at (323) 966-2890, ext. 314.

Come out and join us for an afternoon of fun, brotherhood, and a few special surprises. Let's help these kids. —Rip



The BAD Ride was the icing on the cake for Rip.



Rip flanked by the Victor McLaglan stunt and drill team.



Nick St. Nicholas and the World Class Rockers jammed.

Photos: Rip, Kim Peterson

Sometimes It's **GOOD TO BE BAD**

2ND ANNUAL RIP'S BAD RIDE FOR DIABETES



From left: Grand Marshals Willie G., Nancy, Callie, and Bill Davidson, Glendale Harley's Oliver Shokouh, Deborah Olin, and the Bartels.

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Or



Billy Bike
by California Motorcycles Co.

2nd Prize

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silhouette and the Playboy Rabbit Head logo.

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good for cool cruisin'
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6th Prize

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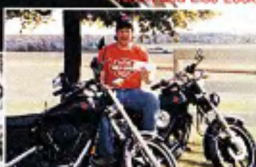
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2. Prizes are nontransferable and not redeemable for cash. No substitution of prizes is permitted. You may win one of a total of 1,204 prizes — 1 Grand Prize, 1 First Prize, 1 Second Prize, 1 Third Prize, 100 Fourth Prizes, 100 Fifth Prizes, 500 Sixth Prizes, and 500 Seventh Prizes. The \$15,000.00 cash option is in lieu of only the Third Prize choice. The motorcycle prizes pictured may not be the specific ones awarded. Total approximate retail value is \$234,000.00.
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This month's Tech Guide will focus on oil pumps. If you view this as a boring subject, you may want to read the following and find out how crucial lubrication is to a Harley-Davidson or aftermarket Vtwin engine.

The same H-D oil pumps have been in service on all big twin engines since the inception of the Shovelhead back in 1968. Although they may look different on late-model

engines, their basic internals haven't changed much since then. They rely on two sets of spur gears. One pair of gears will get the oil from the tank and will deliver it under pressure to various engine components such as lifters, tappets, valve train and crankpin. After the oil has lubricated and cooled these parts, it drains back into the bottom of the crankcase, where it is scavenged by the second

set of gears that will eventually circulate the oil back to the tank to complete the circle. This dry sump lubrication system is adequate under most conditions, but is not sufficient at higher rpms, where some of us occasionally like to roam. You will see in the following that some manufacturers have addressed this issue, and offer oil pumps that can solve the problem. In addition to providing

improved performance through precision machining and tighter tolerances, some of these pumps also feature fancy finishes that will make your engine stand out.

Whether your motivation for changing the oil pump is to improve your engine's appearance or its performance, we wanted to let you have a look at what's available today, and what it will do for your bike.

—Benoît Lambœuf

EASYRIDERS **Oil Pump** TECH GUIDE

BIKER'S CHOICE

The Biker's Choice Twin Power Oil Pump Kit features 7075 billet aluminum oil pump body and cover, which offers a very low coefficient of expansion. This allows the oil pump to maintain optimum gear-to-housing tolerance at normal engine operating temperature, thus maintaining higher oil pressure. Gears, drive shaft, and idler gear shaft are made from 4140, heat-treated steel. The oil return gears are thicker than stock to increase the scavenge-to-feed ratio, which reduces oil breather blow-by. Pumps are shipped complete with gaskets and stainless steel hardware.

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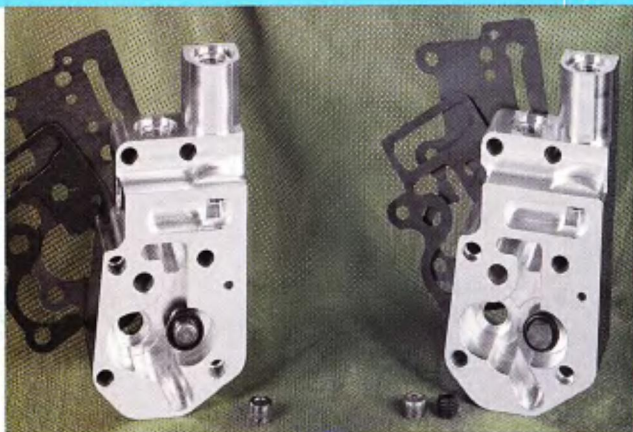
For the new JIMS oil pump and other exciting products see your local JIMS dealer, or contact JIMS: 555 Dawson Dr., Camarillo, CA 93012 • (805) 482-6913 • fax: (805) 482-7422 • www.jimsusa.com.



DELKRON

Famous for its outstanding high-strength engine cases, Delkron Manufacturing also makes bullet-proof oil pump bodies and covers. Made of 6060-T651 billet aluminum for durability, these pump bodies are extremely resistant to scoring. They are also very rigid to maintain critical tolerances for improved durability. All stock internal parts for years 1981-1999 will directly fit these pumps. Delkron also makes bodies and covers to fit 1981 through 1992-1999 single cam big twin cases. Delkron adds that cases back to 1973 can be retro-fitted to use the 1981-1991 pumps and covers. Delkron pump bodies and covers offer an affordable upgrade for the builder who wants to replace worn out or damaged components.

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EASYRIDERS **Oil Pump** TECH GUIDE

REVTECH

Custom Chrome's RevTech oil pump kits are available in chrome-plated or polished versions for most big twin models, 1936 to present. The RevTech oil pumps were designed to take advantage of all the improvements made over the years to the Original Equipment pumps. The pumps' advanced features include an improved oil pressure regulation system for perfect and constant oil control. All the oil line fittings and mounting hardware are chrome-plated. The oil pump body and cover have a redesigned smooth outer surface with counterbored holes for the sockethead mounting hardware that really enhances the overall style. The oil feed line can be routed to the stock location or directly to the pressure gears through a fitting located at the bottom. The oil for lubricating the chains can be easily adjusted or blocked off with pipe plugs. Engines 1970 through 1980 will require a small drilling operation, and 1970 through 1972 engines will also need a plugging step. Both of these modifications can be easily done while the engine is still in the frame using CCI #20-265 oil pump drill fixture. Each kit includes all the snap rings, keys, gaskets, shaft, fittings, mounting hardware and detailed instructions.

Drop by your Custom Chrome dealer, or browse through the CCI Web site at www.customchrome.com

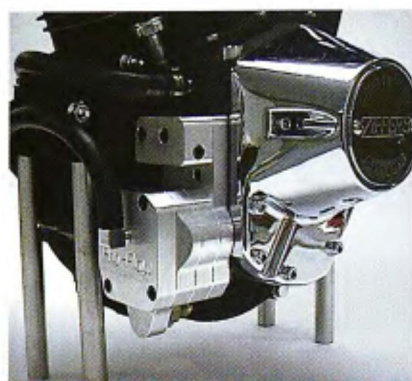


S&S

S&S oil pumps are designed to solve all oil supply problems in H-D OHV big twin 1926-'91 engines. Intended as a direct replacement oil pump assembly, the S&S pumps incorporate some unique S&S design features, along with all of the improvements made over the years that resulted in the 1981 and later stock H-D pump. To complement the S&S pump, they have engineered a series of oil pump drive and breather gears that enables you to get the most potential out of the S&S design. Special design features include wider oil supply gears for maximum oil volume, special oil passages and relief valves to allow optimum pressure and delivery throughout the rpm range, and a bypass route to allow excess oil to directly return to the supply side of the pump without passing through the filter. All S&S oil pumps are designed for versatility, with features that enable the owner to either duplicate an original oiling system, or tailor one to suit his own requirements simply by changing fittings.

S&S Cycle, Rural Route 2, County Hwy. G P.O. Box 215, Viola, WI 54664 • (608) 627-1497 • fax: (608) 627-1488 • www.sscycle.com





ZIPPER'S

Zipper's developed the ProFlow oil pump for Sportsters, to alleviate the problem with the stock pump's inadequate feed/return oil ratio at rpms over 5000. It fills the crankcase with unwanted oil that robs the engine of horsepower through additional drag on the flywheels. Zipper's ProFlow pump is fully machined from 6061-T651 billet aluminum. The ProFlow's compact design fits in the frame with no modifications, and its modular construction is completely sealed by O-rings for a tight, leak-free seal. Direct replacement in '91-up 5-speed engines, while '86-'90 models require a simple modification to the engine case. Each pump comes with a full set of extra O-rings and complete, comprehensive instructions.

Zipper's ProFlow big twin oil pump features gerotor gear feed for constant supply, and spur gear return for its ability to efficiently pump air as well as oil. The pump uses an adjustable valve body, with removable jets that deliver oil to the top and bottom end independently throughout the rpm range. Once maximum oil pressure is achieved, a relief valve directs excess oil back to the tank. Zipper's ProFlow oil pump feeds twice the amount of oil into the engine and returns three times as much as the stock pump. It is fully adjustable for pressure and flow rate, accepts stock oil lines, and requires no machine work to install. Beautifully machined from billet aluminum, its clean, functional appearance will enhance the looks of any big twin engine as well as improve its performance and reliability.

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Scott Bell's stretched chopper melds the flair of the old with the feel of the new

The Long Way

It's a minor miracle that we're getting this look at Scott Bell's candy-flamed long bike, with the lovely Lexi up close and real personal on it. A photo studio just isn't this bike's favorite piece of real estate, nor for that matter is a pedestal inside some show. "I built this bike to ride," Scott tells us, and ride it he does. Every day. He goes on: "Let me put it this way—I can hook it down the freeway at 85 and everything in those little mirrors stays tack-sharp. No blur, no vibration. I can ride this thing anywhere and not have a problem doing it. Six or seven hours in the saddle is no sweat. 'Course, I have to stop every hundred miles or so for gas, but honest, this bike is more comfortable and easier to ride than my old Softail ... a lot more fun, too."

A smooth-riding, easy-handling, comfortable, no-hassle long bike? Hard to believe, but here it is. The main reason behind all this chopper goodness is that Scott had the good sense to hook up with Kenny Moreland, of Moreland Choppers on Highway 101 in Solana Beach, California. "We build a lot of long bikes," Kenny says, starting from way back in '90 or '91 when he took a stock FXR and stretched it probably 8 inches in the downtube and 5 inches or so in the backbone, adding a 24-over front end.

Since then Kenny's worked the formula out just fine, and Scott's bike is proof positive. "I've learned how to set the rake and trail to eliminate the front end 'flop' so common on long bikes," he says. "I shortened down the rake on this one to about 45 degrees on the tubes and around 39 degrees on the neck." According to Kenny, get it right and it'll steer like a Sportster.

"We go to the rubbermounts, too," he explains, which goes a long way toward explaining that smooth ride Scott's talking about. So here's a long bike that steers like a Sporty, runs rubbermount smooth, and it's got that cool, old-time long wheelbase look—the best of all possible chopper worlds. →



Home



Kenny began the build by having Sundance weld up a frame to his specs. Not satisfied, he cut it up some more to make it exactly how he wanted it, put a wide wheel with an Avon 200 on the rear, and slipped in an 89-inch S&S equipped motor that flat hauls ass. Moreland Choppers hand make the triple trees too, milling 'em out in their own machine shop and then filling them with an adjustable 24-over narrowed wide glide. "It's the only way to get what you want," Kenny says. Same deal with the front fender; Moreland builds his with a 1/4-inch tweak bar hidden inside so no one has to see that ugly, but very necessary, long bike piece.

There are tricks like that all over Scott's bike, the swingarm being another example. Moreland took a stock Harley piece and cut it all up, basically making a whole new 'arm. "That swingarm's got the turn signals built right into it, too," Scott points out. Small LEDs are mounted into the ends, and for the front signals the lights are mounted into the backs of the mirrors. Clean. There are no wires showing anywhere; the

whole bike is deceptively basic in appearance, and it's got lots of that old, hardtail chopper flair. But this time it all works.

"It's a real headturner, too, and a definite chick magnet," Scott concludes. "Course, my girlfriend sometimes has a problem with that!" But there's only one seat here, and there's no question who it's built for.

—Joe Kress







passin' gas

The newly hired nurse listened curiously while the doctor repeatedly kept shouting out, "Typhoid! Tetanus! Measles!"

Finally, she asked the head nurse, "Why is he going on like that?"

"Oh," the veteran RN replied, "he just likes to call the shots around here."

Dave's
Not Here

Two patchholders and a prospect are chewing the fat at the clubhouse one night. The first patchholder says, "Bros, I think my ol' lady's been screwing around with the electrician. The other day I came home and found a pair of wire cutters under our bed—and they sure weren't mine."

The second patchholder says, "I hear ya. It wouldn't surprise me a bit if my ol' lady was getting it on with our plumber. Yesterday I found a pipe wrench under the bed, and it wasn't mine, either."

Finally the prospect pipes up. "Listen, I think my ol' lady's having an affair with a horse."

Both of the patchholders stare at him with utter disbelief. "No, I'm serious," insists the prospect. "The other day I got home early, and I found a jockey under the bed."

Gary Adolphson
W Burlington, Iowa

It's the first day of spring, and the baby bear comes crawling out of his cave. His knees are wobbling, he's got big circles under his eyes, and he's nothing but a bag of skin and bones—he's a total wreck.

When the mother bear sees him, she exclaims, "Junior, you look awful! Did you hibernate all winter like I told you to?"

"Hibernate?" says the baby bear. "Shit, Ma, I thought you said *masturbate*!"

Cousin Hank
Portsmouth, N.H.

Shortly before catching a return flight from an extended out-of-town trip, Maynard bought a small puppy as a present for his son. Not having time to get the paperwork to take the puppy on the plane, Maynard just hid the pup down the front of his pants and snuck him aboard.

About 30 minutes into the trip, a stewardess noticed Maynard shaking and quivering in his seat. "Are you okay, sir?" she inquired.

"Ah, yes, sure, I'm fine," he answered, though obviously in distress.

Some time later, the stewardess again noticed that he was moaning and squirming and shaking like a leaf.

"Are you sure you're all right, sir?"

"Yes," said Maynard, "but I've got a confession to make. I didn't have time to get the forms to bring a puppy on board, so I hid him down the front of my pants."

"Oh, I see," said the stew, smiling. "So what's wrong? Is he not housebroken?"

"No, that's not the problem—it's just that he hasn't been weaned yet!"

Tangerine Maelene
Matchstickin'

The Australian tourist could hardly wait for shore leave in the Big Apple, and he lost no time picking up a Broadway hooker and bringing her back to his hotel room. After asking her to undress, he proceeded to prop the bed up against the wall and began tossing every other article of furniture right out the window.

"What on earth are you planning to do with me, mister?" asked the nervous hooker.

"I'm not exactly sure, ma'am," answered the Aussie, "but if it's anything like it is with a kangaroo, we're gonna need all the room we can get!"

James Wheway
Milford, Conn.

Dirty Dave was humping the hell out of his new squeeze, who happened to be a chronic chain-smoker. Just as he was about to get a nut off, the chick suddenly started hacking and gagging to beat the band.

"Jeez, babe, are you all right?" he asked.

"Yeah," wheezed the chick, forcing out an explanation between coughs. "It's just my smoker's asthma."

"Cool," replied Dirty Dave, getting back to business. "I thought at first it was an opinion."

Buzz
Colorado Springs, Colo.

A missionary, who had spent years showing a tribe of natives how to farm and be self-sufficient, receives word that he is soon to return home. Realizing he hasn't spent very much time teaching the natives English, he takes the chief for an instructive walk in the forest. He points to a tree and says to the chief, "This is a tree."

The chief looks at the tree and repeats: "Tree."

Pleased with the response, the missionary walks a bit farther, points to a rock, and says, "This is a rock."

The chief looks and grunts: "Rock."

The padre is getting enthusiastic about his progress ... and then he hears a rustling in some nearby bushes. As he peeks over the top, he sees a horny native couple in the bushes goin' at it. The flustered missionary quickly responds, "Riding a bike."

The chief looks at the amorous pair for a minute, pulls out his poison-dart blowgun, and kills them both. The man of the cloth is shocked and yells at the chief that he has spent years teaching the tribe how to be civilized and kind to each other—how could he just kill these people in cold blood?

The chief replied calmly, "He ride my bike."

Morris the Cat
Yankeeeland

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay \$40 in hard American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.



Owner: Scott Bell
City: Encinitas, California

General

Fabrication: Moreland Choppers
Year/make: 1998 H-D
Model: FXR
Assembly: Moreland Choppers
Chroming: Volcano Polishing

Engine

Year/model: 1998 Evo
Ignition: Crane H4
Displacement: 89 cubic inches
Lower end: S&S
Pistons: S&S
Cases: H-D
Cam: Crane 326
Carb: S&S
Pipes: Sampson

Modifications: balanced by Moreland
 Choppers, JIMS lifters, S&S Shorty
 air cleaner

Transmission

Year: 1998 H-D
Modifications: Andrews gears

Paint

Molding: Steve Ames
Painter: Tony Lalicata
Color/type: candy green/
 House of Kolor
Special paint: Uptown Cycles
 mix, flames

Frame

Year/type: 1998 rubbermount stretch
Builder: Sundance/Moreland Choppers

Modifications: 5-inch backbone
 stretch, 45-degree rake,
 10-inch stretch

Accessories

Bars: Custom Chrome
Handlebar controls: Ness
Fenders: Moreland Choppers
Headlight: Headwinds
Tailight: Custom Chrome
Pegs: Ness
Foot controls: Ness
Electrics: 101 Mike
Gas tank: Moreland Choppers
Oil tank: H-D
Oil system: S&S
Seat: Sam Trout
Mirrors: Ness
Grips: Ness

Forks

Type: narrowed wide glide
Builder: Moreland Choppers
Modifications: 24 over, adjustable

Wheels

Front

Type: laced spoke
Size: 21-inch
Tire: Dunlop
Brake: Performance Machine

Rear

Type: laced spoke
Size: 16-inch
Tire: Avon 200
Brake: Performance Machine

Photos: John Wycoff



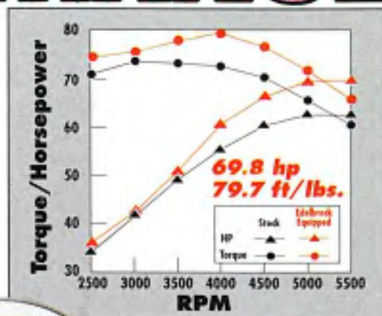
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5spd. Softail.....E-7001
\$1294.95

B/T CLUTCH KIT



E-790
\$24.95
USA made
Kevlar High Performance
E-792.....\$35.95

FAT-BOB TANK MOUNT KIT



Universal.....E-94.....\$36.95
Flatside for B/T.....E-95.....\$44.95
Any frame.....E-98.....\$26.95

REPLACEMENT CYLINDERS



Knucklehead	Front.....E-90
74ci	Rear.....E-91
Panhead	Front.....E-17
74ci	Rear.....E-18
Sportster	Front.....E-86
1000	Rear.....E-87
Shovelhead	Front.....E-19
74ci	Rear.....E-20
80ci	Front.....E-21
	Rear.....E-22

\$79.95

REGULATOR



E-201
\$57.95 & up

TUNABLE ADVANCE



Stainless steel
3 sets of springs
E-781
\$37.95

TRANNNY CASES



4spd.....E-96
5spd.....E-97
\$169.95

FAT-BOB STYLE TANKS



Early Style
3.5 gal.....E-63
5 gal.....E-64
\$88.95/set
Early Style
w/screw-in cap
3.5 gal.....E-124
\$94.95
5 gal.....E-125
\$89.95



Flatsided
3.5 gal.....E-122
\$99.95
5 gal.....E-123
\$104.95
Stretched
Flatsided
5 gal.....E-910
\$199.95

JAY-BRAKE FORWARD CONTROLS



Fits '86-'95 B/T's except
FXR, FLHT, & DYNA
Snifter.....EJB-1.....\$184.95
Brake.....EJB-2.....\$286.95

3" BELT DRIVE KIT



8mm
-Electric start
-Barnett Kevlar Clutch
-Polished Billet motor plate

E-972.....Softail 90 & later
E-972A.....Softail 85-89
E-972B.....Shovelhead 4 spd.
E-972C.....FLT-FXR 90 & later
\$1161.95

CRANE HI-4 SINGLE FIRE IGNITION SYSTEM



E-788.....\$252.95

WIDE FRONT ENDS



Single Disc Assembly:
(Replaces stock length late '77-'84 Showa type front ends. BUT, will fit any B/T '49 & up using "banana" caliper)
Polished Lower Legs.....E-114.....\$499.95
Chrome Lower Legs.....E-114A.....\$599.95
Dual Disc Assembly:
(Direct replacement for '80-'83 FXW BUT will fit all B/T '49 & up using stock '77-'83 dual disc calipers.)
Stock FL3.5" under FXW 80-83
Polished Lower Legs.....E-110.....\$499.95
Chrome Lower Legs.....E-111.....\$599.95
Stock length FXW 80-83
Polished Lower Legs.....E-112.....\$499.95
Chrome Lower Legs.....E-113.....\$599.95
2" Over Stock length FXW 80-83
Polished Lower Legs.....E-108.....\$499.95
Chrome Lower Legs.....E-109.....\$599.95
Drum Brake Assembly (FL 49-67)
Polished Lower Legs.....E-115.....\$499.95

4-SPD KICKER KIT



E-782
\$95.95

OIL TEMP GAUGE



E-784.....\$12.95

OIL PRESSURE GAUGE



E-862.....\$15.95

2-LIGHT 3-LIGHT DASH KIT/DASH KIT



E-121
\$99.95

E-921
\$99.95

WAGNER/LOCKHEED MASTER CYLINDER



Rear
FLH '59-'72
FX '71-'72
FL & FX '73-'79
E-918.....\$38.95

FRONT BRAKE MASTER CYLINDER



Fits '72-'81 Chrome
E-119.....\$45.95

S&S SUPER "E"



E-4
\$264.95 & UP

SUPER COIL KIT



E-800
\$59.95

ROD ASSEMBLY



B/T 1941/Early 1981
E-25.....\$134.95
Sportster 1957/Early 1981
E-26.....\$134.95

POWER PULSE COIL



E-32.....\$45.95

SPYKE STARTERS

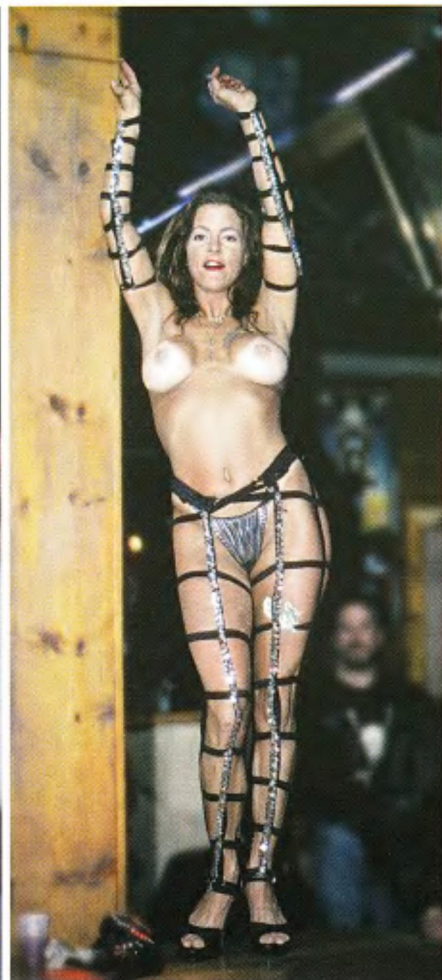


Chrome.....E-92
\$345.95
Polished.....E-93
\$260.95
For all B/T's '89-'93
Except FLT

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Best Prices! Best Service!





Photos: Pat Randle

Exotic Dancer



'99 Guide

WHERE TO FIND THE HOTTEST HARLOTS



OK, here's the deal: There are about a zillion dance clubs scattered throughout our great 50 states, and there's no way we could list 'em all, even if we wanted to (which, of course, we do). So this year's guide focuses on exploring the time-honored wet T-shirt axiom "skin to win" to bring you the best, the wildest, the nastiest naked dancers in the country!

We had room to pick about two clubs per state, based on the customer getting the most for his buck—namely, as much flesh and contact with these sultry sirens as possible. Some states have restrictive laws concerning contact with the dancers; some don't allow lap dances, while others are a smidge more flexible. Go figure.

Of course, the best way to go would be a "People's Choice" listing, where readers send us a postcard with your vote for the most biker-friendly clubs around. If you have a local favorite, let us hear from you. Naturally, the ultimate litmus test for any club is this: If a whiff makes ya stiff, the honey's worth the money. Enjoy.

—David Aldridge

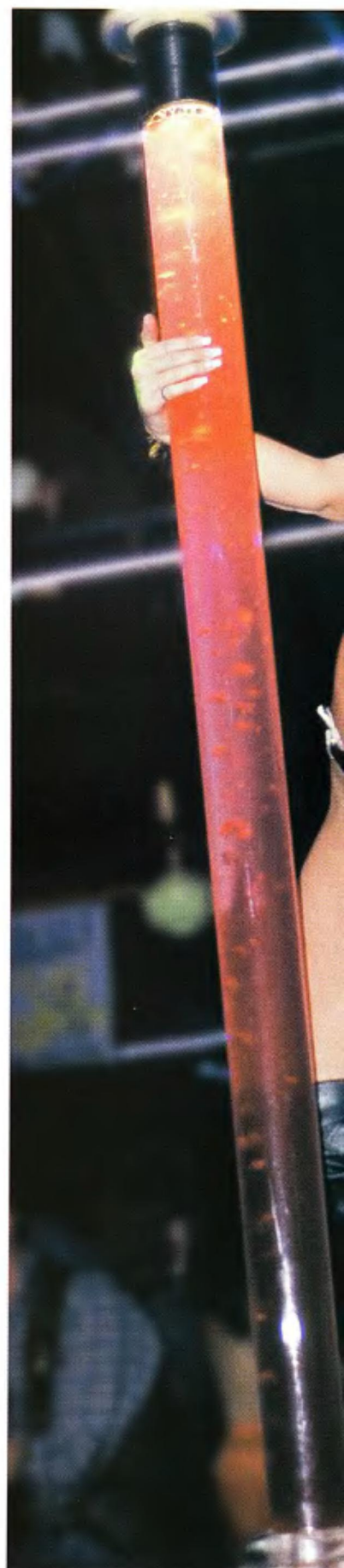
		SECURITY	BAR	TYPE	DANCING
AK	Good Time Charlie's Mile 92 Sterling Hwy., Soldatna (907) 262-9909	Secured	Call for info	Nude	Stage, table
AK	Great Alaskan Bush Co. II 631 E. Int'l Airport Rd., Anchorage (907) 561-2609	Secured	Full Bar	Nude	Lap dance, table
AK	Reflection 2406 S. Cushman, Fairbanks (907) 456-3748	w/Surveillance	Full Bar	Nude	Table
AL	Charlie's Go-Go 501 Minor Parkway, Birmingham (205) 785-4370	w/Surveillance	Full Bar	Topless	Table, lap
AL	The Platinum Club 263 Weatherbrook Lane, Anniston (256) 435-5280	Valet	Beer & Wine	Nude	Table, couch
AR	Bottom's Up Club 405 W. Poplar, Fayetteville (501) 443-4668	Secured	BYOB	Topless	Lap dance
AR	Entertainer's Club 903 1/2 Central, Hot Springs (501) 624-9332	Street	BYOB	Topless	Couch
AZ	Blue Moon 2911 E. Van Buren, Phoenix (602) 267-0005	Secured	Juice Bar	Nude	Table dance
AZ	TD's East 5822 E. Speedway, Tucson (520) 790-7307	Valet	Full Bar	Topless	VIP room, table
CA	Candy Cat Two 6816 Winnetka, Canoga Park (818) 999-3187	w/Surveillance	Beer & Wine	Topless	Booth
CA	Cheetah's 8105 Clairemont Mesa Blvd., San Diego (619) 277-2339	w/Surveillance	Juice Bar	Nude	Couch, table, lap dance
CA	Snooky's 371 N. Ventura Ave., Ventura (805) 653-5449	w/Surveillance	Beer & Wine	Bikini	Booth
CA	The Body Shop 5525 Auburn Blvd., Sacramento (916) 344-7065	w/Surveillance	Full Bar	Topless	Table, lap
CO	Déjà Vu 2145 B St., Colorado Springs (719) 576-7724	w/Surveillance	Juice Bar	Nude	Couch, table, shower
CO	Kimberly's 1447 Stout St., Denver (303) 571-5718	Secured	Juice Bar	Nude	Private shows
CT	Harry O's Club 137 Selleck St., Stamford (203) 967-2940	Secured	Full Bar	Topless	Private stage
CT	The Zebra 20 North Ave., Norwalk (203) 846-2828	Valet	Juice Bar	Nude	Table, couch
DC	Archibald's 1520 K St., N.W., Washington (202) 737-2662	Street	Full Bar	Nude	No
DC	Joanna's 1819 Club 1819 M St., N.W., Washington (202) 296-2191	Street	Full Bar	Nude	No
DE	Canton Inn 704 Norman Eskridge Hwy., Seaford (302) 628-3800	w/Surveillance	Full Bar	Bikini	Couch
FL	Déjà Vu Showgirls 6805 E. Adamo Dr., Tampa (813) 664-8784	w/Surveillance	Juice Bar	Nude	Private lap, bed dances
FL	Shark Lounge 730 E. Int'l Speedway Blvd., Daytona Beach (904) 258-1230	Secured	Full Bar	Topless	Lap, table
GA	Palomino Club 188 Cheshire Bridge Rd., Atlanta (404) 876-9992	Secured	Full Bar	Nude	Stage, table, bar, shower, VIP
GA	The Forum 5368 Veteran Pkwy., Columbus (706) 324-1211	w/Surveillance	Full Bar	Nude	Table, booth
HI	Déjà Vu Showgirls 2301 Kuhio Ave., Honolulu (808) 922-5566	Secured	Full Bar	Nude	Table, shower





		SECURITY	BAR	TYPE	DANCING
HI	Wildhorse Showroom 1661-A Kapiolani Blvd., Honolulu (808) 941-7927	Secured	Juice Bar	Nude	VIP, chair
IA	Beach Girls 3558 360th St., Des Moines (515) 226-8587	Secured	Full Bar	Topless	Champagne room, lap
IA	The Chorus Line 4128 N. Brady St., Davenport (319) 386-1833	Secured	Full Bar	Topless	Limited touch
IL	Admiral Theatre 3940 W. Lawrence Ave., Chicago (773) 478-8111	Valet	Juice Bar	Nude	No
IL	Giggie's 114 Sinsinawa Ave., E. Dubuque (815) 747-3636	Street	Full Bar	Topless	No contact
IN	Club Tops Showbar 4620 Industrial Hwy., Gary (219) 944-3773	w/Surveillance	Full Bar	Topless	Couch, private
IN	Regina's Doll House 4820 Tecumseh Ln., Evansville (812) 473-0472	Secured	Juice Bar	Topless	Private nude, topless lap dance
KS	Baby Dolls 5306 S. Topeka Blvd., Topeka (785) 862-3655	Secured	Full Bar	Nude	Lap dance, VIP
KS	Cabaret USA 8249 S.W. 10th St., Topeka (785) 478-3748	Secured	Full Bar	Nude	Lap dance, VIP
KY	Déjà Vu 485 New Circle Rd. N.W., Lexington (606) 293-6985	Secured	Juice Bar	Nude	Shower, VIP, lap dance
KY	Uncle Sam's 425 River View, Bowling Green (502) 843-9177	w/Surveillance	Full Bar	Nude	Lap, couch, table
LA	Club Ritz 201 Chartres St., New Orleans (504) 522-7729	Street	Full Bar	Topless	Stage, table, private, VIP
LA	Visions 4000 Downman Rd., New Orleans (504) 244-0659	Secured	Beer & Wine	Topless	Stage, table, private
MA	Castaway Lounge Rtes. 5 & 10, Whately (413) 665-8733	Secured	Full Bar	Nude	VIP
MA	Magic Lantern 399 Boston Rd., Palmer (413) 283-9275	Secured	Full Bar	Nude	Table, VIP
MD	Fantasies 5520 Pennington, Baltimore (410) 354-1217	w/Surveillance	Beer & Wine	Topless	Stage
MD	Night Shift 1725 S. Ponca St., Baltimore (410) 633-7100	Secured	BYOB	Nude	Lap dance, nude Polaroid
ME	La Casa de Fiesta Rte. 157, Millinocket (207) 746-3321	Secured	Call for info	Topless	Table, lap dance
ME	Mark's Showplace 200 Riverside, Portland (800) 992-0006	Unsecured	Full Bar	Topless	Table, VIP room
MI	Déjà Vu 2402 S. Dort Hwy., Flint (810) 767-1560	w/Surveillance	Juice Bar	Nude	VIP Room, lap dance
MI	Déjà Vu 13431/2 Portage St., Kalamazoo (616) 344-8104	Secured	Juice Bar	Nude	Table, shower
MN	Class Act & Peelers Bar Hwy. 52 S., Cannon Falls (507) 263-5115	Secured	Full Bar	Nude	Showers, couch, private room
MN	Déjà Vu 315 Washington Ave. N., Minneapolis (612) 333-8130	Secured	Juice Bar	Nude	Couch, bed, booth
MO	Regina's House Of Dolls 805 Enterprise, Cape Girardeau (573) 651-8707	Street	Full Bar	Topless	Table, lap
MO	Ziegfeld's 1517 Grand, Kansas City (816) 421-5632	Street	Juice Bar	Nude	Couch, showers

		SECURITY	BAR	TYPE	DANCING
MS	Centerfold 501 E. Mc Dowell Rd. Jackson (601) 354-7951	Secured	Beer	Topless	Table, lap dance
MS	Tiffany's Cabaret 4312 N. State St., Jackson (601) 362-5362	Secured	BYOB	Topless	Table, couch
MT	Playground 2400 10th Ave. S., Great Falls (406) 761-9735	Secured	Full Bar	Nude	Table, couch, hostage
MT	Shotgun Willie's 3422 S. Frontage Rd., Laurel (406) 628-2311	w/Surveillance	Beer & Wine	Nude	Table, couch, hostage
NC	Fantasy Club 4931 Bragg Blvd., Fayetteville (910) 868-2021	Secured	Full Bar	Topless	Table, couch, VIP room
NC	Lost Dimensions 510 Farragut St., Greensboro (336) 274-7393	w/Surveillance	Full Bar	Topless	Table, couch
ND	Legends 110 1st St. S.E., Minot (701) 839-7702	Street	Full Bar	Topless	No
ND	Northern 325 10th St. North, Fargo (701) 237-5410	Secured	Full Bar	Topless	Stage, couch
NE	Shakers 1-80 & Hwy. 6, Lincoln (402) 435-4141	Secured	Juice Bar	Nude	VIP couch room
NE	The Night Before 1035 M St., Lincoln (402) 475-4107	Street	Full Bar	Topless	No
NJ	Bare Exposure 2303 Pacific Ave., Atlantic City (609) 449-0999	Secured	Juice Bar	Topless	Nude couch
NJ	Volcanic Eruptions 4231 Black Horse Pike, McKee City (609) 484-8999	Secured	Juice Bar	Topless	Couch, lap dance, booth
NM	Cheeks 2841 Cerrillos Rd., Santa Fe (505) 473-5259	Secured	Full Bar	Topless	Stage, VIP lap dance, table
NM	Ice House Cabaret 506 1st St., SW, Albuquerque (505) 247-2665	Secured	Juice Bar	Nude	VIP, bed, shower
NV	Cheetah's Lounge 2112 Western Ave., Las Vegas (702) 384-0074	Secured	Full Bar	Topless	Stage, table and couch
NV	Crazy Horse Too 2476 Industrial Rd., Las Vegas (702) 382-8003	Valet	Full Bar	Topless	Lap dance, VIP
NY	Club Teasers 944 Rte. 6, Mahopac (914) 628-8906	w/Surveillance	Full Bar	Topless	Table, lap dance, VIP, shower
NY	Dream Girls 117 Bruce St., Syracuse (315) 422-2525	w/Surveillance	Juice Bar	Nude	Lap dance, VIP
OH	Club Secrets 1570 1/2 Olentangy River Rd., Columbus (614) 421-1110	Secured	Juice Bar	Nude	Table, lap dance
OH	Déjà Vu 135 S. Byne Rd., Toledo (419) 531-0079	Secured	Juice Bar	Nude	Couch, table
OK	Blue Moon Cabaret 1500 S.E. 59th, Valleybrook (405) 672-2583	w/Surveillance	Full Bar	Topless	VIP, table, couch
OK	Sugers 750 1/2 Asp Ave., Norman (405) 364-5255	Secured	Full Bar	Topless	Table, private party
OR	Dolphin Lounge 17180 S.E. McLoughlin Blvd., Portland (503) 654-9366	Secured	Full Bar	Nude	Stage, table, couch
OR	Score's Cabaret 3453 Silverton Rd., Salem (503) 363-6818	Secured	Juice Bar	Nude	Table, couch, lap dance
PA	Delilah's Den 100 Spring Garden St., Philadelphia (215) 625-2800	Secured	Full Bar	Topless	Table, VIP lounge





		SECURITY	BAR	TYPE	DANCING
PA	The Palace 9th Ave & 23rd St., Altoona (814) 946-0862	Secured	Full Bar	Topless	Booth
RI	Cheaters 245 Allens Ave., Providence (401) 941-8310	Secured	Full Bar	Nude	Lap dance, couch
RI	Club Fantasies 291 Dean St., Providence (401) 272-4126	Secured	Full Bar	Topless	Stage, nude lap dances, couch
SC	Dangerous Curves 716 Seaboard St., Myrtle Beach (843) 946-6615	w/Surveillance	BYOB	Nude	Stage, table VIP room
SC	Derriere's Gentlemen's Club 804 Seaboard St., Myrtle Beach (843) 946-6615	Secured	BYOB	Nude	Stage, couch, table
SD	Peacock Bar & Grill 300 Main St., Winner (605) 842-0324	Street	Full Bar	Topless	VIP
SD	Shotgun Willie's 2808 W. Main, Rapid City (605) 341-7253	w/Surveillance	Beer & Wine	Nude	Couch, Hostage
TN	Déjà Vu Nashville 1214 Demonbroon St., Nashville (615) 248-1911	Secured	BYOB	Nude	Table, lap dance, couch
TN	The Golden Club 777 N. White Station, Memphis (901) 682-4615	Secured	Beer, BYOB	Topless	Couch
TX	Club Caligula XXI 2828 W. Northwest Hwy., Dallas (214) 350-2664	Secured	Full Bar	Topless	Table
TX	Wild J's Landing Strip 745 Bastrop Hwy., Austin (512) 385-2878	Secured	Full Bar	Topless	Table, couch
UT	American Bush 2630 South 300 W., Salt Lake City (801) 467-0700	Secured	Juice Bar	Nude	Private one on one!
UT	Paradise 2285 S. Main St., #16, Salt Lake City (801) 485-8708	Secured	Juice Bar	Nude	VIP room
VA	Grinders 4970 Cleveland St., Virginia Beach (757) 397-1065	w/Surveillance	Juice Bar	Nude	Lap, couch, VIP room
VA	The Red Light Inn 911 W. Grace St., Richmond (804) 358-6721	Street	Beer	Topless	VIP room
VT	Panama Jack's Bowling Ln., White River Junction (802) 296-5853	Secured	Full Bar	Nude	Lap dance, booth, VIP room
VT	Planet Rock 127 N. Main St., Barre (802) 479-0234	Street	Full Bar	Topless	Table, booth
WA	Déjà Vu 8722 E. Sprague Ave. E, Spokane (509) 926-8567	Secured	Juice Bar	Nude	Couch
WA	Downtown Déjà Vu 714 Denny Way, Seattle (206) 448-9127	Secured	Juice Bar	Nude	Table, couch, VIP, shower
WI	Bonkers Nite Club County Hwy. R, Manitowoc (920) 684-9950	Secured	Full Bar	Topless	Nude lap dance, booths
WI	Centerfolds 1155 Main St., Green Bay (920) 435-6999	Street	Juice Bar	Nude	Couch
WY	Golden Horseshoe Club Rte. 9 & Leetown Rd., Ransom (304) 725-3885	Secured	Full Bar	Nude	Table, VIP room
WY	Wet 'N' Wild 723 Lafayette Ave., Moundsville (304) 845-5582	Street	Full Bar	Nude	Lap dance, private
WY	Clown's Den 8 S. Greely Hwy., Cheyenne (307) 635-0765	w/Surveillance	Full Bar	Topless	VIP, table
WY	Mike's Astro Lounge 822 Pilot Butte, Rock Springs (307) 382-9876	Secured	Beer	Topless	Lap dance



"Goin' down the road feelin' bad."

—Tweed, Cincinnati, Ohio

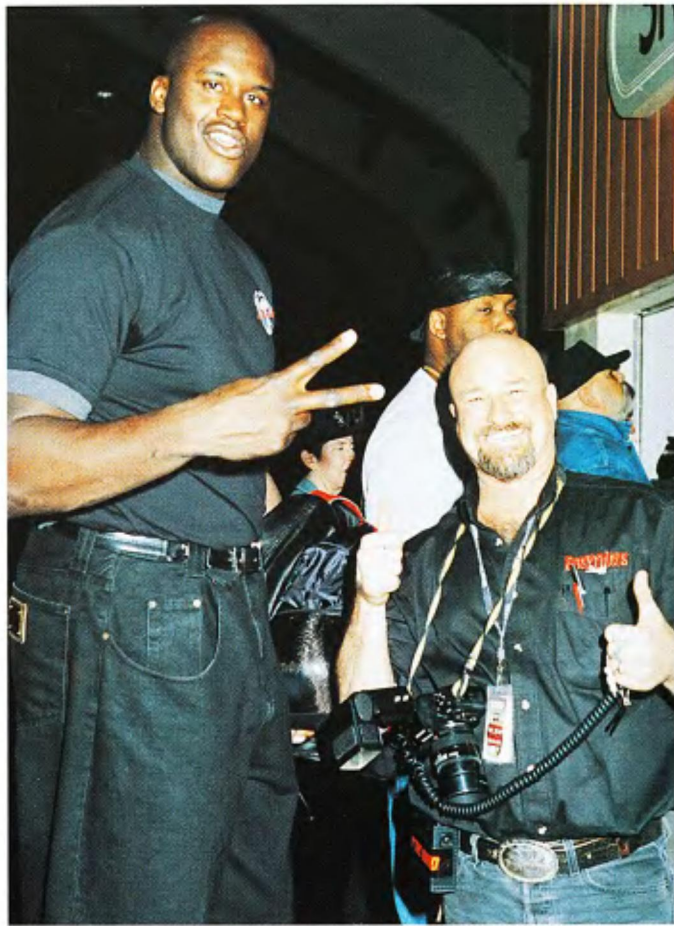


Name that political pundit.

—Bear, Boise, Idaho



"You say you want my I.D., sir?" —2 Fat, Middletown, N.Y.



Shaq Daddy meets Loudmouth.

—Pete Alva, Pomona, Calif.



"Cruisin' along in my, er, automocycle."

—Ray Owens, Welcome, N.C.



Original McCook Outlaws 1936.

—Hareball, Stickney, Ill.



Then and now, McCook Outlaws, 1998.

—Hareball, Stickney, Ill.



"Here's mud in yer eye, sweetheart."

—Grimms Free-Form Photo, Hunter Harley Fest, N.Y.



Stick 'em out. —George Guignet, Fla.



Furball. —Connie & Munch, Sturgis '98

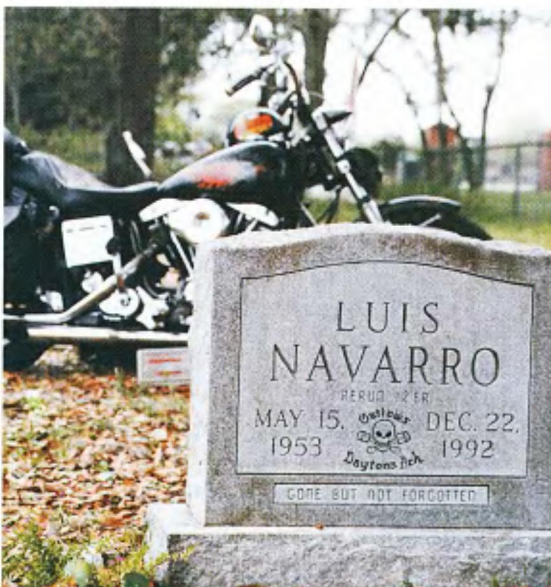


"Gitchyer back into, dammitt!"

—Blaster, Darien, Conn.



Crack eyes. —Dan Spiese, Sturgis '98



RIP, Rerun, One Percenter.

—Kat, Ft. Myers, Fla.



Ooh, Pam! —Joe Puleo, Love Ride 11

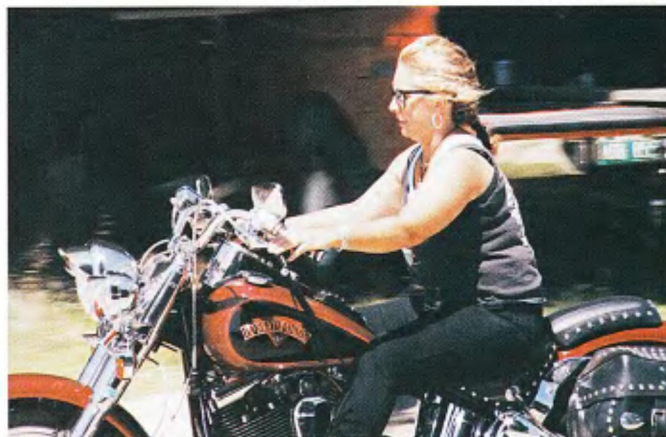


Bubbles and the Bad Hair Gang.

—Rick Grove, Street Vibrations '98, Reno, Nev.



Mmm, mmm, good! —Big Tom, The Zoo, Chillicothe, Ohio



Rodeo warrior princess. —Don Brayton, Grimms Photo, Keene, N.H.



Daytona Bike Week wedding bells.

—Fred Stoll, Holly Hill, Fla.



Daytona '98, pulled over six times in five days—one ticket!

—James Minor, St. Louis, Mo.



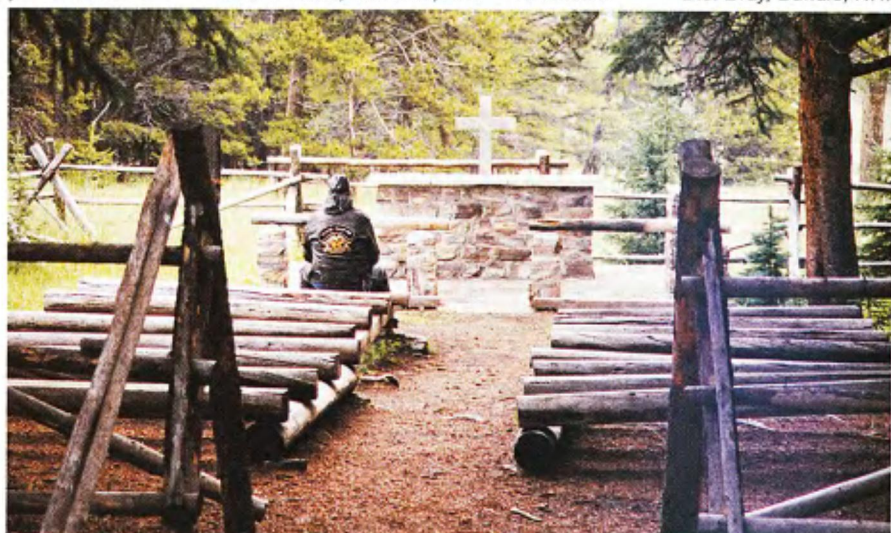
Nice lean.

—D.J. Bray, Buffalo, N.Y.



H-D's 95th.

—Gene Slater, Milwaukee



Praying at Powder River Pass, Wyo.

—Big John and Lucy, Ingram, Texas



The groom's backup.

—Mike Van Fossen, Lewiston, Ill.



Black Hills locals diggin' the Rally.

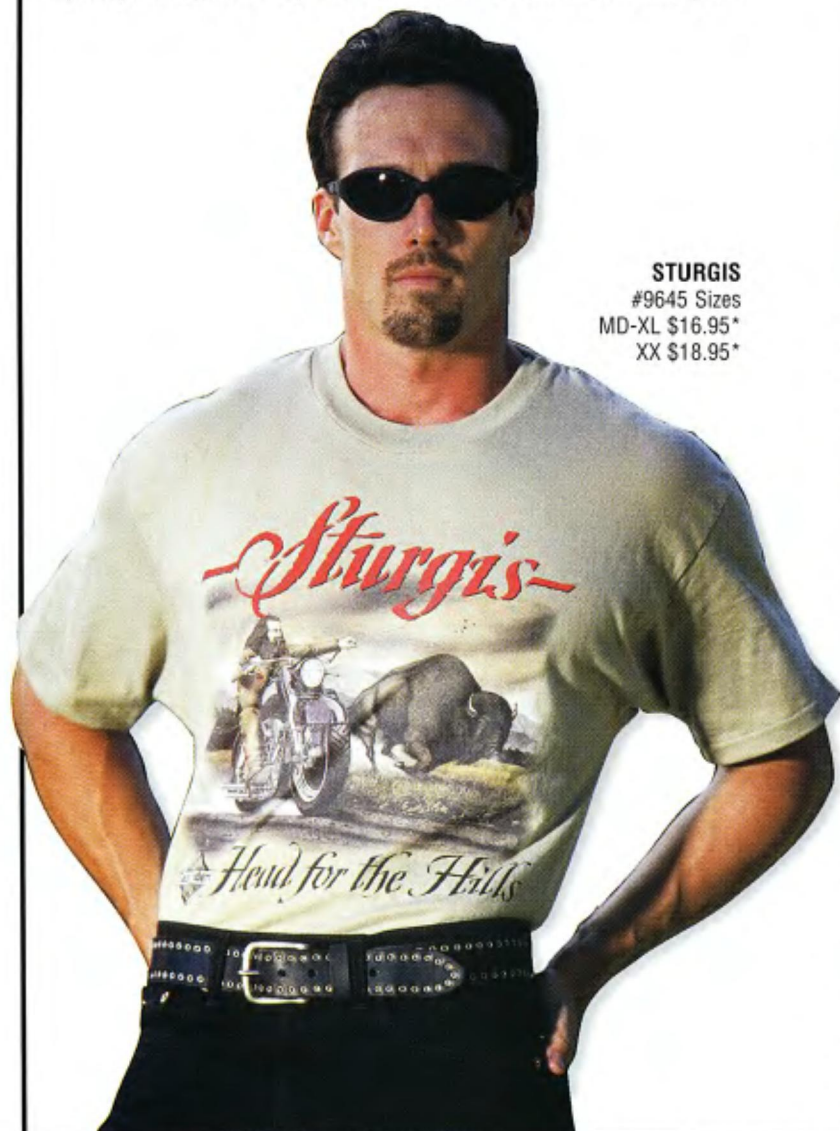
—Gutsy, Black Hawk, S.D.

every full-page color photo, \$50 for half-page color photos, \$40 for color photos printed smaller than half-page and \$30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay \$100 for

WEAR A WORK OF ART

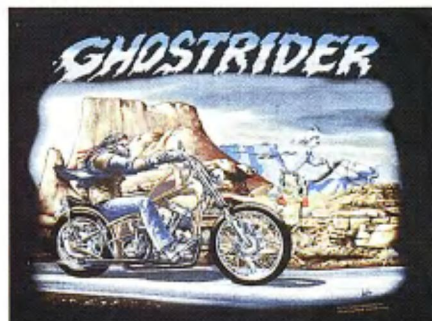
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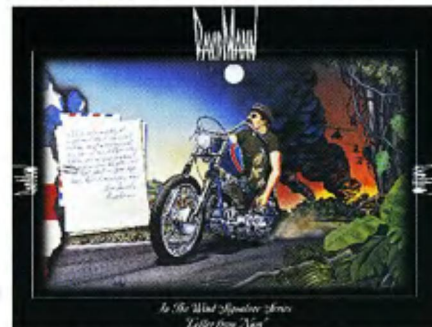
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Cambridge, Ontario 519-650-EASY



Mighty Good

Design

a tale of suds and sleds



Louis Marinelli is a guy who is proud to ride a Harley, just ask him. After all, he's got five in his garage. President of Marinelli Communications, Louis' job is to provide top-notch PR to some of the biggest names in the business. As you can tell from gazing over this beer-splashed sled, Marinelli Communications represents Miller Brewing Company. So when it came time to create a bold new ad campaign for Miller, it seemed only natural to blend the fine brew with a fine ride to show it off.

And so it began. Louis sat down with his bro Johnny Pachera, better known to the bike-building world as Johnny Duke, and they started scheming. The creation of a motorcycle worthy of flying the Miller colors had to be an exact fit, and not just a rehash of the same old looks and styles. Since Harley-Davidson and Miller beer are both known for longevity in their respective markets, the plan was formed to create a motorcycle that had both old and new styles in its design.

They started out with a Mid-USA Softail frame, a stock power train, and a design in mind that would further enhance the Softail's rigid look. The swoopy Indian-style fenders added plenty of extra room for the eventual paint scheme, and they also played into the overall design of the bike. Fender struts were removed from the frame and the rear fender was fixed to the swingarm for a low, clean fit. Adding a sprung rigid seat convincingly finished the rigid FL look they were aiming for.

The colors of the MGD beer can made an easy transition to the bike's final scheme. You'll notice the absence of chrome in many of the usual places, and for good reason. The order was for a lot of black, allowing the paint job to really stand out against the detailed power train. The end result gives the impression that the bike has run through a can of beer at high speed, right down to the suds in the paint.

In the end, once the bike was presented to Miller as an option for promotional use, it received an enthusiastic welcome. From what we gathered, the bike may soon be making the rounds at many Miller-sponsored events this year. And just think, it all started out between a couple of guys who liked beer and Harleys. Go figure. —Erik Falconer



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Meet December's Winner

WAHOOOO! Meet your sultry December Fox Hunt winner, Esmeralda. If this spicy little Puerto Rican doesn't heat up your cold winter nights, I don't know what will. A quiet administrative assistant by day (I can already hear the Monica jokes), this little lovely could literally tear you apart—promises, promises. Originally from Jersey City, New Jersey, Esmeralda says that being the baby of her family of seven wasn't all peaches and cream. With five older brothers who run the martial arts gamut from Master Black Belts to kickboxing champs, her dating was slowed down quite a bit. Usually the prospective date was too terrified to come and meet the family. It should tip you off right away they weren't bikers! These days she's taken up kickboxing herself and doesn't need that much protection from the brothers. In her spare time, you'll find Esmeralda, who now lives in Chicago, rollerblading or just playing with her new Persian cat. To see more of this lovely Latin turn to page 100 and see her smolder on Gary Goodman's 1998 Finch's Custom Blower (insert joke at yer own risk).

—Sherwood O'dunner



Lisa-Arizona

#501



Chris-Ohio

#502

"It was the hottest and biggest thing I've ever had between my legs!"

"My first ride gave me an orgasm, and I haven't gotten enough since."



Diane-Texas

#503

"My first ride was with my friend's boyfriend. I felt like I was flying with the wind."



Alysha-Viginia

#504

"My first ride was very wild,. The vibrations made me dripping wet!"



Dottie-Florida

#505

"My first ride on a Harley-Davidson was better than my first ride on a man! Well, almost ..."



Pat-Saskatchewan

#506

"Hard to believe, but I haven't found the right one yet! Anyone out there willing to give me the ride of my life?."

Ladies, make \$500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders*! We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get \$150 for sending in the photo; the cutie gets \$350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole \$500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos (nude). No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be black-and-white prints, color prints, or color slides—no negatives and no Polaroids. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on

a postcard—or on the back of a sealed envelope—and mail it to #311*Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you can begin sending in your votes April 1, 1999. The voting deadline for this month's crop of cuties is April 30, 1999. We'll print the winner in the September 1999 issue.



Here she is, bros, the January 1999 winner in our monthly Fox Hunt, Ami, #103, from Blanchester, Ohio. See more of her next issue.

311

FOX HUNT

P.O. Box 3000,
Agoura Hills, CA
91376-3000

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization. I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name _____

Address _____

City _____ State _____ Zip _____

Daytime Phone () _____ Evening Phone () _____

I am _____ years of age, born _____

I will pose Full Nude _____

Model's Signature _____

Photographer's Name _____

Address _____

City _____ State _____ Zip _____

Daytime Phone () _____ Evening Phone () _____

Photographer's Signature _____

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D. that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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Gene Zeman



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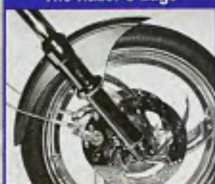
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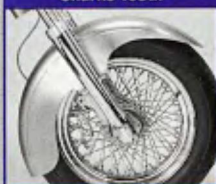
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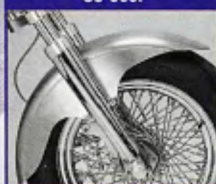


Sharks Tooth

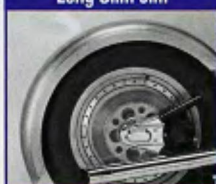


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B O R D E R

Last summer, while home in California, I took the opportunity to see some ADBA drag races and attend the 7th annual Run to the Border put on primarily by the Southern Arizona Harley Riders. The drag races were held at Southwestern International Raceway in Tucson, Arizona, May 2-3. The drag strip is located near I-10. The 7th annual Run to the Border was held this year in Douglas, Arizona, on the first weekend in May.

ADBA is based out of Vanleer, Tennessee, and some of the folks who help operate it are old friends of mine. I figured that since they came this far west to put on a drag race, the least I could do was go see them. So I pulled Sugar Pai out of retirement and paid them a visit. The company bike, the one I called Honey, was at Palm Springs H-D getting a makeover in the engine department. She was being prepared for a ride to Milwaukee for the 95th anniversary (see Rip's Run, *Biker* #165).

The 7th Annual Run to the Border was held last year



Top fuel pilot Steve Ruggiero from Fresno, California.

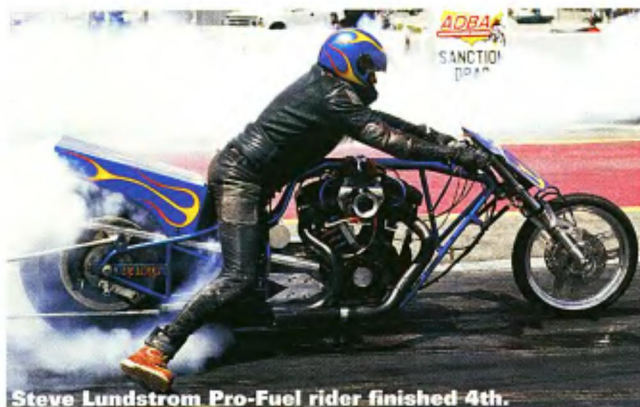
N I T R O

I must have nitro in my veins because I sure like being around these guys. They're a lotta fun and put on one hell of a fine show. Sugar and I rode in Friday night so we could be at the drag strip bright and early the next morning for the first round of qualifying. Altogether I'd say we logged just a bit over 1,000 miles round-trip from San Bernardino, California, that weekend, Sugar is still running as sweet as she ever did. It was a beautiful day. In fact, the entire weekend held spectacular weather—it was clear and warm. I thought I'd hang around for a couple of rounds of qualifying then go grab a bit of grub somewhere near the track. While leaving the restaurant the cashier asked if I was one of those Harley riders going to Douglas for the border run. I didn't know about any run that weekend, but she filled me in, saying that many riders had been stopping for breakfast en route to Douglas for some sort of border run. →

in Douglas, Arizona, on the first weekend in May.



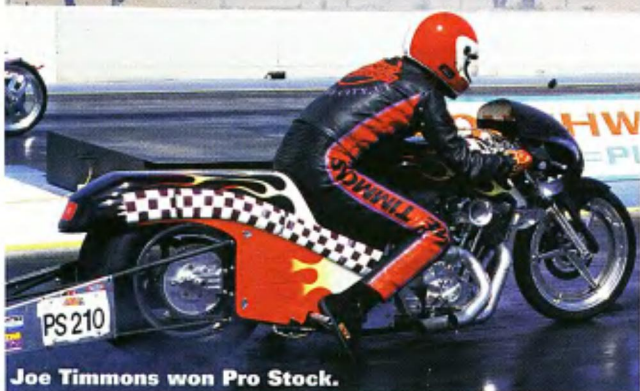
Winner of the Pro-Dragster class Scott Truett.



Steve Lundstrom Pro-Fuel rider finished 4th.



Super Stock XL winner Richard Nallin.



Joe Timmons won Pro Stock.



Top Fuel winner Dale Nungesser of Dell Plains, Kansas.



Ring those cones, sweetie!

That got my interest and after looking in my road atlas I decided to go check it out. And I'm glad I did because I had a grand time.

Previous to this weekend, the Southern Arizona Harley Riders had held this function six times in Nogales, Ariz. They hired a Mexican band called Emilio to entertain the locals Friday evening. Saturday night they had an American band, the Bad News band, playing the blues.

One mile south from the downtown area of Douglas lies a town called Agua Prieta (Dark Water) in old Mexico. If you ride just east a bit farther you'll be in New Mexico. As you can imagine a lotta Español is spoken hereabouts. I think that's neat and I don't have a problem with it, neither did the many folks who showed up to party on the blocked off

streets that Cinco De Mayo weekend. That's what makes this country we call America the greatest in the world—there's room for every race, color, and religion. And after all, were they not speaking Spanish around those parts long before English? Anyway, I'll get off the soapbox now.

Some of the perks they had that weekend were Sumo wrestlers, a charity auction, vendors, high-low poker hand on the poker run, door prizes, a tattoo contest, a 50/50 drawing, run patches, as well as rally T-shirts. They had field events Saturday starting at 1 p.m., then a bike show that same afternoon till 5 p.m. Nice-looking home-made trophies were awarded to the participants. They also had games as well as piñatas for the kids to enjoy—or should I say destroy.



Picking a raffle prize winner.



Tupelo Tornado Pro Dragster team.



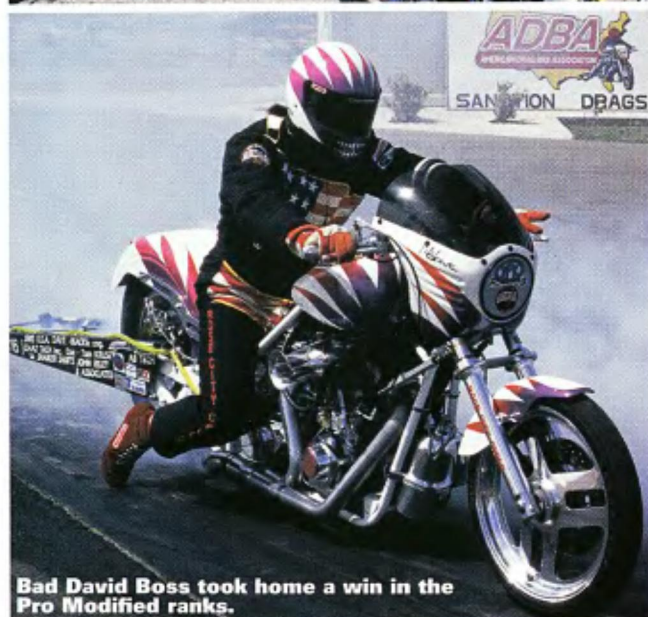
Super Modified racer Roger Lockwood.



Trophy presentations in Douglas, Arizona.



Butterfly time at the staging lanes.

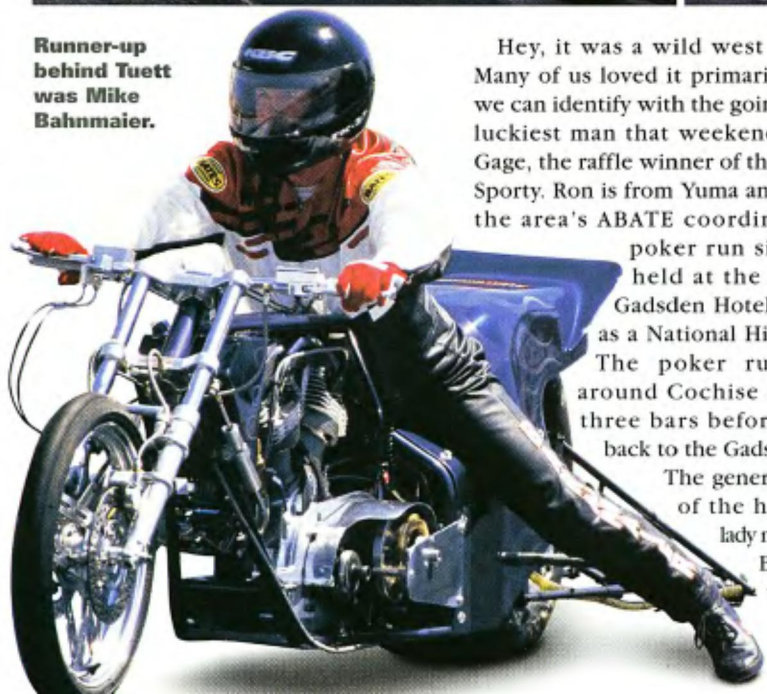


Bad David Boss took home a win in the Pro Modified ranks.



Jason Hamilton from Big D runs in Eliminator Class.

Runner-up behind Tuett was Mike Bahnmaier.



Hey, it was a wild west weekend. Many of us loved it primarily because we can identify with the goings-on. The luckiest man that weekend was Ron Gage, the raffle winner of the 1998 883 Sporty. Ron is from Yuma and serves as the area's ABATE coordinator. The poker run sign-in was held at the historical Gadsden Hotel; it's listed as a National Historic site. The poker run wound around Cochise County to three bars before heading back to the Gadsden Hotel.

The general manager of the hotel was a lady named Robin Brekhus who was mock

hanged later that afternoon (kangaroo court) for giving her favors away. The charges were, of course, trumped up. She was framed, thanks to the Tombstone Vigilantes. They had a shootout before the hanging. It's a Western thing, and if ya can't figure that out go back to reading the *New Yorker* or whatever turns ya on. Didn't I say earlier that it was a Wild West weekend?

No less wilder were the ADRA finals, referred to as the Nitro Stampede, next afternoon back in Tucson. These racers came from near and far to be there, some as far away as Georgia, Mississippi, and Louisiana. Others came from Colorado, Kansas, Texas, Nevada, and my home state of California.

But the champ this day in Top Fuel was Dale Nungesser from Dell Plains, →



C.C. Lanier runs her '96 Buell.



Hung for givin' away freebies.



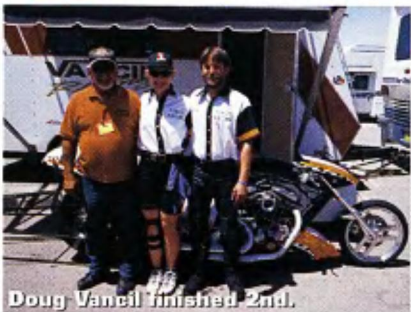
A necktie party for desperadoes.

Photos: Rip

Kansas. He took this class doing a 7.144 E.T. in the final round. In the lane next to him was none other than Doug Vancil from nearby Albuquerque, New Mexico. Doug lost when he broke his Overkill engine, splitting a rod. His reaction time was a .419—perfect is .400. Earlier Doug had the crowd on their feet when he qualified the fastest doing a 6.961 E.T. at 192.77 mph. That's flying, considering the altitude and the bad air.

Several of the other riders did passes in the 7s. They were Mike Frcho from Nevada, Steve Ruggiero, with a 114 cubic-inch engine from Chicago Joe, of California, and Griz Robinson of Colorado. Chicago Joe also raced a Pro-Fueler.

In Pro-Fuel, J.C. Edmisson, Garden



Doug Vancil finished 2nd.

City, Kansas, beat out Rocky Mann, Cave Creek, Arizona, for the win. J.C. was the only rider to run in the 7s during qualifying. Steve Lundstrom did one the next day during eliminations to advance, but in the final round it was all J.C.'s.

The Pro Dragster class saw two Kansas

racers at the Christmas tree for the final round. That was Scott Truett going off against Mike Bahnmaier, with Scott getting the nod for the win. He left late but caught Mike at mid-track and passed him. Truett was the only Pro Dragster to do a 7-second pass—all the other racers were in the low 8s.

Pro Modified was won by Dave Boss from Rose City (Pasadena, California). His bike runs with nitrous. Pro Stock was taken by Joe Timmons, who rides out of Salt Lake City, Utah. He defeated Chaz O'Neill of Shreveport, Louisiana.

Top Gas winner and national champ John Peek Jr., of Houston, outrode fellow Texan Forrest Baucom of Sweetwater. In Super Modified, Brian Jerigan won by only 200th of a second over Dano Manderfield. Richard Nallin of Shreveport, Louisiana, took the SS/XL class win over Al Braun of Fayetteville, Georgia.

It certainly was a fun-filled weekend for this scribe and picture-taker, but the fun wasn't completely over, because after leaving Blythe, California, I ran up on a couple of dudes who thought they wanted to run fast. One was in an auto and the other was in a van, so I chased them down the freeway and every time they slowed down I'd pull out like I wanted to pass them and they would speed up. I love playing ego games with cage drivers because if anyone is gonna get a traffic ticket it would be them. They gave up when we got to Indio, California, which is about 60 or so miles from where I live in San Berdoo. I blasted around them and was home in bed in less than an hour. Yeah, that's the ticket—the only ticket I be looking for.

—Rip



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RIGID RETROFIT

I have an '87 stock Sportster that I want to change over to a rigid frame. My buddy says I can use my stock frame, cut it down, and weld a rigid ass end on her. I'm not a mechanic, at all, but it doesn't seem to me like that will work. If it will, it seems like it would cost me more to do that than to just buy a rigid frame that my shit will bolt up to. What's the best thing to do?

Mike Keller

Westover, Maryland

Weld-on rigid asses for swing-arm frames are nothing new. Your registration may be easier if you back up your stock frame, but the work is easier just swapping frames. Good to see you considered cost here. I try to tell people this, because often times mucho work could have paid for a brand-new part. I'd suggest you go have a set of struts made from some thick strap steel to replace the shocks. This is the most common rigid trick ever. Ride the damn thing this way and see if you want to back up

your frame, buy a new one or stay with the rear suspension. If you still want to go rigid, check as many frame manufacturers as you can, because most of the weld-on sections and complete rigid frames for Sportys that I have seen only cover engines as late as '81. Good luck.

FOULED SPARKLERS

I need some help with my 1983 FLHP. I have had it to the three biggest dealers in my area and have had it completely rebuilt, all but the trans. My problem is that I want to run straight pipes and can't. I have dual pipes with a cross-over. I've bought and adjusted three different carbs, and have even changed my wiring. It will run fine initially for three miles, then one cylinder bogs down. Ya pull a plug and it's fouled out with gas. I've bought reducers to put in the pipes for back pressure, and that will let me get about 30 miles away before I foul out the plugs. The carb I'm running now is an S&S Shorty, and I have adjusted the thing as much as possible with no real positive outcome. Yet when I put

on regular mufflers with any of the carbs I have for it, it runs fine with just a slight miss now and then. Could it be a wrong cam?

Herk

Avon, Indiana

Weird. This is so far out, I wish I could actually see the bike and ride it myself. Not to cast any dispersions on your mechanical ability, but it sounds as though the jetting is too rich. I don't know how far you may have tried to lean it out, if any, but perhaps the jetting and the flow characteristics of the pipes aren't working properly together. Have you checked your ignition? Perhaps it's not adequately firing the charge. Check the wiring to it also. Past this, I don't know what to tell ya, so I'll put it out to the readers. If ya get it fixed, let me know what it was, and I'll do a follow-up.

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.



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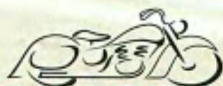
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88" S&S four stroke engine, Andrews close ratio transmission, Big Dog chassis



Pitbull

88" S&S four stroke engine, Andrews close ratio transmission, Chopper Guy's chassis



Stingrey

88" S&S four stroke engine, CMC/Andrews 5-speed close ratio transmission, CMC chassis



Rocket 88 Rubermount

88" S&S four stroke engine, CMC/Andrews 5-speed close ratio transmission, CMC chassis



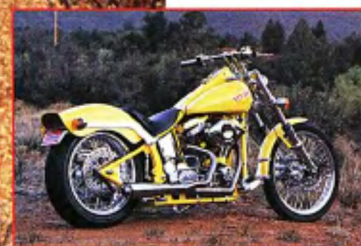
Stilleto

96" S&S four stroke engine, Delkron cases w. Andrews close ratio gears, Daytec chassis



Dagger

96" S&S engine w. stage 4 heads, Jims 5-speed w. Delkron cases, Daytec chassis



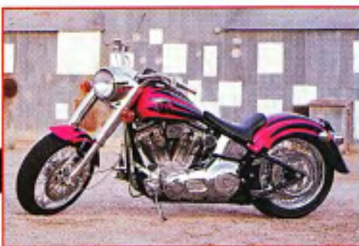
Sidewinder

96" S&S four stroke engine, Titan 5-speed close ratio transmission, Titan/Daytec chassis



Roadrunner

96" S&S four stroke engine, Titan 5-speed close ratio transmission, Titan/Daytec chassis



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- DETROIT, MI (810) 783-7300

- ST. LOUIS, MO (314) 230-6400
- CHARLOTTE, NC (704) 529-5947
- LAS VEGAS, NV (702) 368-7808
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- ALBUQUERQUE, NM (505) 830-3279
- GREENSBORO, NC (336) 292-4262

- COLUMBUS, OH (614) 224-9400
- CINCINNATI, OH (513) 860-EASY
- DALLAS, TX (214) 357-0707
- BELLEVUE, WA (425) 635-0993
- SALT LAKE CITY, UT (801) 994-7888
- CAMBRIDGE, ONTARIO (519) 650-EASY

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MYRTLE BEACH 59TH ANNUAL BEACH RUN

IT'S OLDER AND GETTIN' BOLDER

Watching the sun rise on a Carolina coast will cure just about any ill that ails ya. If you wanna catch one and join in on one helluva party to boot, be where the chrome roams from May 12-15, in Myrtle Beach, South Carolina.

It's the longest continually running beach rally in the nation, jammed packed with enough music, vendors, parties,

women, and water folly to keep even the most jaded of bikers entertained. Somewhere between the bikini and the burn-out contests, you're bound to find a way to get into trouble.

Easyriders Video #39 profiled last year's doin's, and it would behoove ya to pick it up to see what you're missing. Meanwhile, the following information is what we had at press time. Solid dates

hadn't been set in stone yet, but you'll get the idea. Make sure to check out the Easyriders Pavilion for the best biker doin's imaginable. For specific info call Myrtle Beach Harley-Davidson at (843) 651-5555.

And don't forget your p-pad, 'cause Southern belles prefer comfort over metal-induced thigh rash ...

—David Aldridge



Photos: Pat Randle

WHERE

Broadway at the Beach, Hwy. 17 bypass at 21st St., Myrtle Beach, South Carolina

WHEN

May 12-15
(Wed. - Sat.)

RALLY

INFORMATION

Myrtle Beach Chamber of Commerce
(800) 356-3016
(843) 626-7444

Myrtle Beach Harley-Davidson

4710 Kings Hwy. Business 17
Myrtle Beach
(843) 651-5555

Durham Harley-Davidson

819 N. Miami Blvd.

(919) 682-6695

Easyriders Cafe, Myrtle Beach

1318 Celebrity Square
Broadway At The Beach,
Myrtle Beach; (843) 445-2702

Easyriders of Myrtle Beach

4019 Hwy. 501
(843) 236-2453

DAILY ACTIVITIES

Rally Headquarters, Myrtle Beach Convention Center

Oak St. at 21st Ave., Wed., May 12 - Sat., May 15. Open to the public (that's all you guys) 10 a.m. - 5 p.m. Free admission. Harley-Davidson will have its demo fleet, museum,

and parts/accessories/clothing display here. Souvenir T-shirts, pins, and truck banks will also be available.

Myrtle Beach Speedway

Across the Intercoastal Waterway on Hwy. 501 East. There's gonna be a daily slew of bike vendors out here, so check with Myrtle Beach H-D for specific listings.



CALENDAR OF EVENTS

Wednesday, May 12

2nd birthday, Easyriders Cafe, Broadway By The Beach. Miss this party and you might as well just sleep the rest of the week away ...

Friday, May 14

11th Annual Grand Strand National Championship 1/2 Mile Motorcycle Race, Myrtle Beach Speedway
\$20,000 purse, 750cc bikes, AMA 883 Grand Nationals.

Saturday, May 15

Ride-In Bike Show, Myrtle Beach Convention Center. Raffle for 1999 883 Sportster benefits MDA. Bike must be ridden in to register.

Motorcycle Demolition Derby, Myrtle Beach Speedway

Easyriders of Myrtle Beach Maiko and his rolling dyno testing trailer will be on hand to dial in your scooter and tell ya what's really comin' out the backside. A bikini contest will also be held nearby, which is really just another form of backside evaluation. A huge leather sale will be happening here as well. Hmm, do we see a pattern forming here?

Oh, yeah, and make sure you check out Easyriders Audacious Burnout Contest, held in cement-walled containment areas. If you've never killed a tire before, it doesn't get any better (or louder) than this!

There's also gonna be a bike show, so ask for information at the store.

GIRLIE CLUBS

Oh, go on, roll up that wad of ones and head on out for a whole new understanding of Southern hospitality. These ladies are guaranteed to ring your bells.

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Derriere's Gentlemen's Club
804 Seaboard St.
(843) 946-6615

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Crocodile Rocks
(843) 444-2096

Easyriders Cafe
(843) 445-2702

Froggy Bottomz Jazz & Blues
(843) 444-3500

Revolutions Retro Dance Club
(843) 444-8032

Fat Tuesday
(843) 444-3255

FOOD FOR THOUGHT

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(843) 626-6455

Tony Roma's
(843) 448-7427

Yamato Steak House
(843) 448-1959

Gilley's Texas Cafe
(843) 448-3378

Hard Rock Cafe
(843) 946-0007

Liberty Steakhouse & Brew Pub
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Landrey's Seafood House
(843) 444-1010

The Crab House
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NASCAR Cafe
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(843) 444-3663

Johnny Rockets
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EASYSIDERS PAVILION

Here's where it's really gonna be happenin' for Myrtle Beach '99. You can

use the Pavilion as your departure point for rides or a final gathering place at the end of the day. Vendors, food, and fun.

Master Builder Showcase

We're featuring eight of the finest builders on the planet. Check out the mind-stretching metal magic of Arlen and Corey Ness, Rick Doss, Donnie Smith, Ron Simms, Eddie Trotta, Cyril Huzes, and Dave Perewitz.

Featured Vendors

These heavyweights of the aftermarket motorcycle world will be plying their wares for your perusal.

- Big Dog
- Titan Motorcycle Co.
- California Motorcycle Co.
- Biker's Choice
- Drag Specialties
- Panzer Motorcycle Works

Myrtle Beach Convention Center

Bike raffle ('99 883 Sportster), vendors, Harley-Davidson demo rides, Harley-Davidson museum, plus a huge parts and accessories display will be waiting for you here.

ADDITIONAL VENDOR MADNESS

Between the Myrtle Beach Speedway, Celebrity Square, and Easyriders of Myrtle Beach, you'll find all of your favorite vendors and their respective wares. Locations and manufacturers were still being confirmed at press time.

- ACCEL
- Arlen Ness
- Bourget's
- Crane Cams
- Edelbrock
- Hallcraft's
- Headwinds
- Kerr Leathers
- Legends
- Merch Machines
- Milwaukee Iron
- Performance Machine
- RC Components
- Russell Performance
- S&S
- Samson
- Victory
- White Brothers

STONE COLD

This rolling testament to welding overload is a piece of Medusa-inspired Ron Finch eccentricity that only serves to further the mystery behind the man. In addition to showcasing Esmarelda Carrion (this month's temperature-raising Fox Hunt winner), it's also Gary Goodman's idea of a bicycle built for two. →

**One
Look
Could
Be
Your
Last**





Seems that Gary's ol' lady was missin' out on many a mile as her better half spent hours tearin' up the local asphalt on a Finch-built solo-seat Softail loaded with a front mounted blower. She missed their putts on Gary's 1993 Fat Boy, which had since been relegated to a rarely visited section of the garage. Finally, after drowning in streams of affectionately intended "When are you gonna take me for a ride?" requests, Gary shrugged his shoulders and took the Fat Boy for a Finch look-see.

Several beers and many hours of hemming and hawing later, the conclusion was clear: Do a ground-up. So they did, starting with a Pro-One chassis, an 88-cubic-inch S&S motor, a new side-mounted Magna Charger, and the key to the whole design: the Medusa imagery seen on the late designer Gianni Versace's logo.

"Finch is a damn welding machine," Gary said of his friend of three decades, "a wild man who's part Picasso and part cave man. Ron's not interested in building twenty bikes a year, making money, and driving a fine car. He likes the unusual. He's a real artist!"

No shit. The quarter-inch metallic dreadlocks looping through the handlebars are a Finch specialty, a maddeningly precise metal melting accomplishment created in his bizarre workshop, heated only by a wooden stove. Wiz (of Arrow Art, Grand Rapids, Michigan) laid down the exacting mural art and airbrush work to complement Finch's Greek motif-plus-10-beers (as Gary describes it), which is literally underlit by neon lights designed by Blue Moon (Oxford, Mich.).

The custom stitch work from Leatherman (Flint, Mich.) on the footboards and seat only confirm that he, Finch, and Wiz all read off the same page when it came to bringing a simple concept to organically realized life. But Gary's design of the tongued kickstand needs to get some credit here as well, 'cause it's so right, it's sick.

The crew at Finch's Custom Styled Cycles (Chuck, welding; Vince, bodywork; Jim Bob, and Russ, wrenching; Fast Ed, electrics/wiring) go after these one-off projects like pit bulls at an ankle buffet in their Auburn Hills, Michigan, shop. So do the guys at at Vehicle Restoration Service (Milford, Mich.) who powdercoated the frame wheels and inner primary.

Gary's squeeze was mighty pleased with the final result and the highway view that followed Gary was, too, saying simply that "Ron's honesty and artistic integrity are un-reproachable. Plus, his work is better than a GM warranty."

—David Aldridge







Owner: Gary Goodman
City: Oak Park, Michigan
General

Fabrication: Finch's Custom Styled
 Cycles, Auburn Hills, Michigan
Year/make: 1998 Custom Assembly
Model: Blower
Assembly: Finch's Custom
Chroming: ABC Custom Chrome
Powdercoating: Vehicle Restoration
 Service, Milford, Mich.
Neon Lighting: Blue Moon Neon Works,
 Oxford, Mich.

Engine

Year/model: 1997 S&S V-twin
Rebuilder: S&S
Ignition: Dyna 2000
Displacement: 88 cubic inches
Lower end: S&S
Pistons: S&S, 8:1 compression
Cases: S&S
Heads: Edelbrock
Cam: S&S
Carb: Carl's Speed Shop, Typhoon
Pipes: custom, Finch
Modifications: Magna Charger, S&S
 balancing, JIMS lifters, Carl's Speed
 Shop air cleaner, painted

Transmission

Year/type: 1998 Rivera
Modifications: painted

Paint

Molding: Finch's Custom
Painter: Ron Finch
Color/type: black/urethane enamel
Special paint: murals, Wiz, Arrow
 Art, Grand Rapids, Mich.

Frame

Year/type: 1997 fat chassis

Builder: Pro-One
Shocks: KT Components
Modifications: fatbob mounts,
 38-degree rake, powdercoated

Accessories

Bars: custom, Finch's
Handlebar controls: Performance
 Machine
Fenders: custom, Finch's
Headlight: hand-built, Finch's
Taillight: hand-built, Finch's

Pegs: custom extended footboards
Foot controls: Finch's
Electrics: Fast Ed, Finch's
Gas tank: Finch's, recessed gas caps
 (Custom Cycle Engineering)

Oil tank: Chopper Guy's, air cooled
Oil system: S&S, braided lines
Primary cover: Pro-One billet
Seat: snakes stitched in,
 Leatherman

Mirrors: oval billet
Grips: leather laced, Leatherman

Forks

Type: wide glide
Builder: Ceriani
Modifications: polished, inverted

Wheels

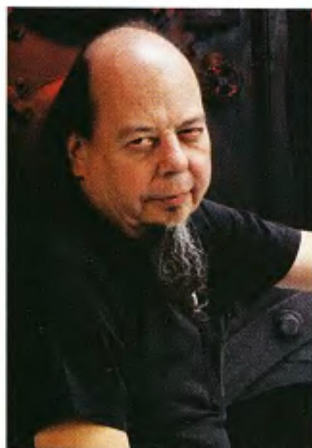
Front

Type: P.M. Dragon, powdercoated
Size: 18-inch
Tire: Avon
Brake: Performance Machine

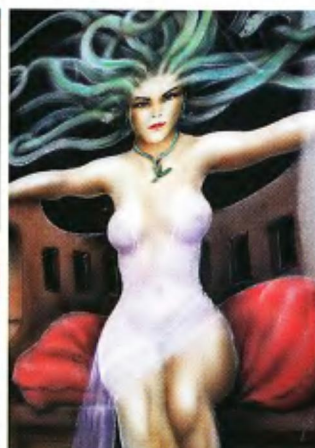
Rear

Type: P.M. Dragon, powdercoated
Size: 18-inch
Tire: Avon
Brake: Performance Machine

Photos: Michael Farabaugh



The welding wizard, Ron Finch

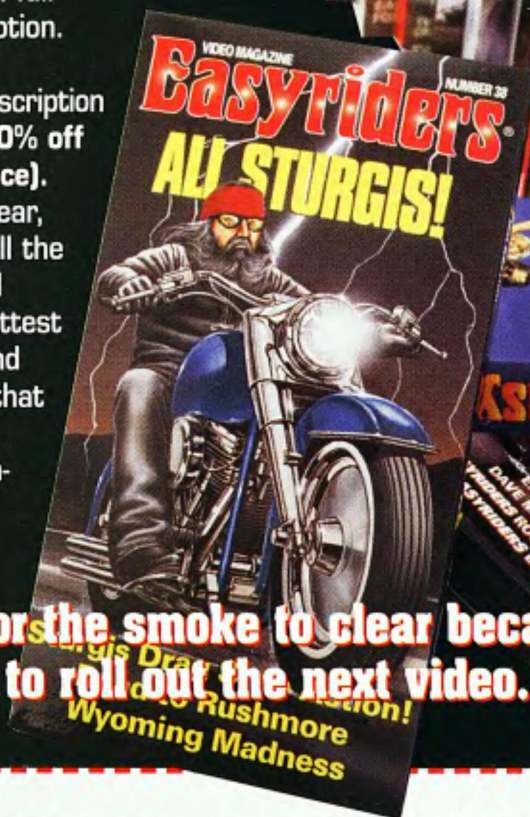


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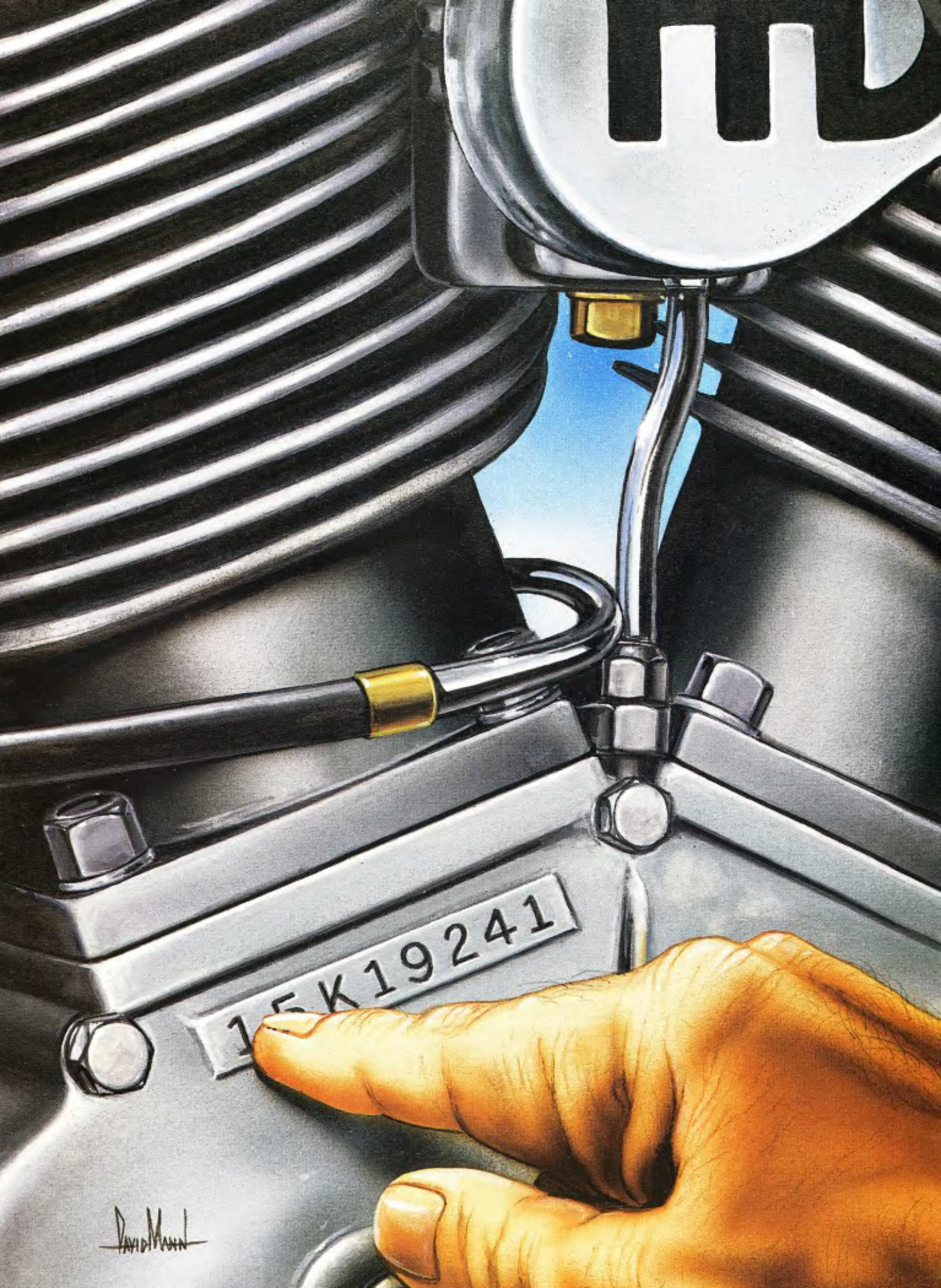
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David Mann

VIN^{The}FILES:

THE MYSTERY OF HARLEY I.D. NUMBERS REVEALED Part One

Like all numerical identifying systems, Harley's I.D. procedure was presumably developed by the founders to keep track of their machines. State licensing agencies would have had an interest in using the manufacturer's identification for issuing titles, registrations, license plates and tracking ownership of these taxable delights.

First, a word of caution. This chronological exploration may not be entirely accurate and should not be relied on for primary research. The engine number identification system could be flawed because records either were not kept, were unavailable, or were destroyed.

What *is* known, but is still a subject of conjecture, is that the very early Harley-Davidsons were not serialized for 1903, 1904, or 1905. For these years, it appears that there were no engine identification numbers on the upper left side of the engine case or anywhere else to specifically identify one motorcycle from another. However, there was a system of 3- and 4-digit numbers stamped on individual engine components for utilization in assembly. The cylinder base, connecting rod, flywheels, carburetor, and engine case halves all may have had corresponding numbers stamped into them from very early on. These 3- and 4-digit numbers are accepted as engine component assembly numbers. This number series was not designed for control or identification of the assembled motorcycle as far as is known.

The prototype of 1902 was a 10-cubic-inch single-cylinder motorcycle built by the founding fathers. There is speculation that it might have been identified by numbering it X-1, EX-1, 001, 00P1 or even 0201, but no evidence has survived or surfaced to support any of those theories.

The 1903 model is recognized as the first "production" year. The engine size was boosted in capacity 2 1/2 times to 25 cubic inches, or 400cc using an F-head single engine configuration with automatic intake valve. The F-head engine design utilized a vertical overhead intake valve positioned on top of a vertical

exhaust valve operated by a cam inside the engine—also known as the IOE: intake valve over exhaust.

1904-1920 Total production is pegged at eight motorcycles. There's a rumor circulating that a Harley-Davidson "model" designation was assigned as early as 1904. The argument is that one can subtract the number 4 from the calendar year to ascertain the motorcycle's model number identity designation. If this were so, the 1904 would have been known as the Model 0. This subtraction system doesn't appear to have been introduced until 1909.

Currently there is no known data available that specifies the engine numbers used for 1906, 1907, and 1908. 1909's engine displacement increased to 30 inches for the single model. The first twin was referred to as a "double cylinder," 45-degree, 53-inch V-twin called a Model 5-D. This appears to be the first year a model number code is used by H-D to identify and distinguish differences between its new models.

The model number and letter designations have no correlation to year of manufacture until 1916, when 16 was used as the model number prefix. The year of manufacture and the model number became one and the same in 1917 and remained that way until 1969. The model letter designation did not correlate with the engine letter designations until 1921. After 1921, with few exceptions, the model letter was found as the engine number letter designation between the year model number and sequential production number. Example: 21JD0000 = 1921 Model JD.

From 1921 on, the model letters designated specific engine displacement (21, 30.5, 61, 74, and 80 inches); ignition type; generator or magneto equipped; with additional letters generally indicating piston materials utilized and/or sidecar use.

1921 Production: 11,460 units. This is the first year for the 74-inch twin model. The practice of the past decade's

developing relationship between engine number "letter" designation and model number "letter" designations was finally simplified by making them identical this year. On the V-twins the letter correlation designates displacement, 61-inch or 74-inch, and electrical system type for generator or magneto. The letter designation for the model J was incorporated into the engine number identification, making the model J and engine letter J one and the same for the first time. The model year and letter designation of 21J now appears in the engine number as the first 3 digits 21J followed by the year's sequential production numbers. The J designates the 61-inch generator model twin. JD designates the 74-inch generator model twin. F designates the 61-inch magneto model twin. FD designates the 74-cubic-inch magneto twin model. WF designates the Sport Model, opposed twin, magneto-equipped model. WJ designates the Sport Model, opposed twin, generator model.

J = 61-inch twin with generator
J = generator equipped
JD = 74-inch twin with generator
D = 74-inch twin
F = 61-inch twin with magneto
F = magneto equipped
FD = 74-inch twin with magneto
W = Sport Model 36-inch opposed twin
WJ = 36-inch with generator
WF = 36-inch with magneto

Example: 21JD13505 = 1921 Model JD, 74 Twin, generator equipped.

1922 Production: 10,786 units. Model designations are the same as engine number letters and remain relatively unchanged from 1921 through 1923.

1923 Production: 17,046 units. This is the last year of the Sport Model W that was offered for the previous five years.

1924 Production: 17,648 units. A host of new letters were added to the existing combinations designating the type of materials used in the pistons. →

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The following letters were used in the engine numbers:

- FE**= 61-inch twin, magneto, w/alum. pistons
- FD**= 74-inch twin, magneto, w/cast iron pistons
- FDCA**= 74-inch twin, magneto w/alum. pistons
- FDCB**= 74-inch twin, magneto w/cast iron pistons
- JE**= 61-inch twin, generator, w/alum. pistons
- JD**= 74-inch twin generator, w/cast iron pistons
- JDCA**= 74-inch twin generator w/alum. pistons
- JDCB**= 74-inch twin generator w/cast iron pistons

1925 Production: 15,371 units. Four models from the prior year's nine are retained for the 1925 season. The FE, FDCB, JE, and JDCB. Beside designating engine displacement and ignition, all these models are fitted with iron alloy pistons. The model letter is the same as the engine number letters.

1926 Production: 22,275 units. This was a pivotal year with the introduction of two new single-cylinder models, a side-valve and an overhead. Something that throws a wrench in our new, easy-to-follow engine number system is that the new single models for '26 and '27 do not have 26 or 27 at the beginning. The four twin models offered for 1926 are the F, FD, J, and JD, all using iron alloy pistons. The following single model letters precede the sequential engine number but the year was left off. The Singles use A to designate a 21-inch magneto side-by-side valve engine. AA designates a 21-inch magneto overhead valve engine. B designates a 21-inch generator side-by-side valve engine. BA designates a 21-inch generator overhead valve engine. Example: BA1305.

1927 Production: 18,546. Single model year numbers remain missing at the beginning of the engine number. The same twin letter designation system is used for 1927. The four model twins used iron alloy pistons from the preceding year.

Example: 27 FD 13260 = 1927 Model 27-FD, 74-inch twin, magneto.

1928 Production 20,684 units. Probably to avoid confusion, the single model's year number designation, 28,



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PROVEN TECHNOLOGY

was reinstated at the beginning of the engine identification number. The 28A, 28AA, 28B and 28BA all designate the single model descriptions the same as the 1926 and 1927 models. The 3 or 4-digit number and letter prefix precede the engine number in 1928.

Example: 28 B 1305 = 1928 Model B, 30.50-inch SV Single, generator. 28 AA 1012 = 1928 Model AA, 21-inch OHV single, magneto.

The significant change for 1928 models is the JH 61-inch and JDH 74-inch designations. JH and JDH both denote the hook-shaped two-cam lower end configuration, which differs significantly from the single cam lower end. Sound familiar? The JDH two-cam touring model is the forerunner of the newly introduced revolutionary 88-cubic-inch Twin Cam engine for 1999.

1929 Production 23,989 units. 1928 and 1929 celebrated the last-of-their-era F-head big twin models. Two new models were introduced in 1929, a 45-inch twin and a 30-inch single. The new small twin 45 set the stage for a Flathead engine design that would remain popular and in production for decades. In addition to the A and B series 21-inch singles, the C model, a 30.50-inch (500cc) side valve single was offered. 29 C would precede its engine number. The new D model 45-inch twin was equipped with a vertical-mounted generator next to the front cylinder and was dubbed "the 3-cylinder" Harley.

1930 Production 18,036 units. The new 74-inch side-valve big twin is introduced into the model lineup.

Another trend in the engine number letter designation, similar to the late teens, was developing during this decade primarily with twins. When only one letter was used in the engine number, it indicated the engine was a "low compression" version and in the case of the D formula, the engine was a 45 small twin with a vertical generator. 30D is a "low compression" 45-inch small twin model. When an L is used in combination after the first letter, it indicates "high compression." 30VL is a high-compression 74-inch big twin model. In another example, 30VC indicates, V = 74-inch low compression twin, C = "Commercial" engine with nickel-iron pistons. 30VC is a 74-inch low compression twin for commercial sidecar use with nickel-iron pistons. "Commercial" in this case means the

motorcycle was for commercial use and could come from the factory outfitted with a delivery box sidecar.

There were about 20 different standard and special models offered in 1930 that were represented by a variation of about 12 different engine number letter combinations: 30C, 30CM, 30CA, 30A, and 30B all represented the 21- and 30-inch single cylinder models; 30D, 30DL, 30DLD, and 30DLDR were engine number prefixes for the 45-inch small twin models; 30V, 30VL and 30VC prefixed the 74-cubic-inch big twin model engine numbers.

1931 Production 10,407 units. There are about 20 standard and special model motorcycles offered again this year with over two dozen different models of sidecars. The letter S is still used to indicate sidecar models in the model number designation, but not in the engine number.

Example: 31 C 3003 translates to 1931 Model 31-C, 30-inch single, side-valve engine, generator electric model.

1932 Production 7,218 units. With the exception of the new R, RL, RLD prefix for the 45-inch twin with horizontal

generator and the 45-inch twin Servi-Car with engine number designation G and GD, the engine number designations remained much the same as 1931. The 61-inch Knucklehead was conceptually born on paper in Harley's engineering department in 1932.

Example of an engine number: 32 RLD 2213 translates to 1932 Model-RLD, high-compression, 45-inch side-valve twin, magneto model.

1933 Production 3,703 units. A 15,000 decline since the first VL of 1930. H-D tightened their collective belts and introduced a more powerful engine to the lineup. The VLD was a sport model VL with boosted power from a new Y-manifold top end. Example: 33 VLD 1133 = 1933 Model 33-VLD, 74-inch Solo Twin Special High Compression.

1934 Production 11,212 units. Why the nearly 300 percent jump from a year earlier? When the founders saw the bottom dropping out of their market they cut back on production and used the funds for an aggressive marketing campaign aimed at police departments and the export market. →

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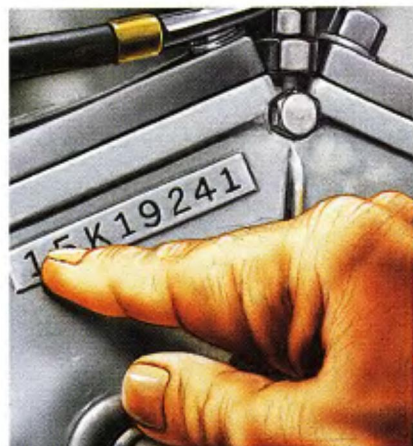
1935 Production 8,922 units. The twin model lineup remained pretty much the same as 1934. No side-valve single cylinder models were offered in or after 1935. However, three model variations of the VL were not found in the new model announcements, indicating they may have been released after January 1935. It appears DD combined with V or VL designates an 80-inch engine model for 1935 only. An educated guess is that the letter prefix combinations VLDJ, VLDD and VDD are in the engine number prefixes and the S, which stood for sidecar gearing, is not. In 1936, an H combined with a V or VL, to become VH or VLH designated the 80-inch engine model. The 35 VLDJ is a 74-inch side-valve competition model and 102 were produced. The other two are 80-inch side-valve twins. Neither of these was mentioned in the original new model year announcements. The 35 VLDD is a Sport Solo 80-inch side-valve twin model with solo bars. The 35 VDD would most likely have represented model number 35 VDDS, which was a low compression 80-inch side-valve twin model, set up with sidecar gearing and bars.

1936 Production 9,812 units. Engine and model numbers reflected many new introductions—36R, 36RL, 36RLD, and 36RLDR 45-inch solo engine prefixes. It was the last year the 45-inch total loss oil system engine was employed and the R letter designation in the engine number was changed to W in 1937. The E-EL was the brand-new engine design, with a revolutionary recirculating oil system that Bill Harley envisioned would keep H-D modern and competitive into the future. Today the Evo, the third generation update, is still in the model lineup for 1999.

The last speculation for 1936 is that a UL 74-inch recirculating oil engine model was released. The production records do not verify that. However, we know the 1928 and 1929 JH and JDH models were not being listed in the production record at all. The records may not accurately reflect what was manufactured. The 1935 VLDD 80-inch model wasn't announced in any factory advertising or on the Dealer Order Form, but production records for 1935 show 179 VLDD 80-inch models were produced.

1937 Production 11,674 units. The 45-inch small engines and the big twin 74- and 80-inch side-valve engines were

redesigned with the recirculating oil systems. The 45, 74 and 80 all took on the modern styling of the new 61-inch OHV. Nineteen models are represented by the following variation of engine number combinations: 37W, 37WL, 37WLD, and 37WLDR are all first-year engine number letter designations for the 45-inch side-valve twin with recirculating oil system. The 37G, and 37GD are continuing year engine number letter designations but now have the new recirculating oil system. These two engine designations represented the five following Servi-Car models or trikes: 37-G, 37-GE, 37-GA, 37-GD and 37-GDT. The 37U, 37UL, 37UH, and 37ULH are first-year engine number



letter designations for the 74-inch and 80-inch side-valve twin with recirculating oil system. The four engine number designations represented the seven following models: 37-U, 37-UL, 37-US, 37-UH, 37-ULH, 37-UHS and 37-UMG.

The 37E and 37EL were the first-year engine number letter designations for the 61-inch OHV twin. The two engine designations represented the three following models: 37-E, 37-EL and 37-ES. Interestingly, this engine identification system was in effect from 1920 to 1969.

1938 Production 8,158 units. The number of models offered for 1938 and 1939 remain about the same.

1940 Production 10,461 units. The model designations from 1937 to 1940 remain pretty much the same. There were some cosmetic and mechanical changes each year but nothing really significant until 1941. The E model 61-inch medium compression is dropped for 1938, but the ES sidecar model with sidecar gearing was offered through 1947 using the E OHV 61 Knucklehead

engine. After 1938 this sometimes causes confusion because the ES model's engine number prefix is E, suggesting an E model, when, in fact, after 1938 the E in the engine prefix designates the sidecar model ES. The GE Servi-car is dropped and not offered in 1938. The UMG magneto model 74 SV does not appear in the 1940 model lineup.

1941 Production: 24,583 units. This was a watershed year offering five new models. It was the first year for the 74 OHV Knucklehead, the 74 OHV models, and the FL and FS, were introduced. A brand-new 45-inch SV racer, the WR model, was showcased with a production run of 36 and overlapped the last year the WLDR competition special 45 SV model was offered. Two new military models, the WLA and the WLC, were manufactured for the military and civilian models were suspended until 1947.

1942 Production 52,891 units. Seven models, the W, WLDR, GD, GDT, UH, ULH, and UHS were dropped from the model lineup. Four new ones are added: the USA, XA, ELA and ELC were all for military applications.

1943 Production 29,521 units. Harley-Davidson received Army-Navy award for excellence.

1944 Production 18,688 units. No production figures for the 44-WSR model.

1945 Production 12,475 units.

1946 Production 16,222 units. From 1942 to 1946 H-D was dedicated to the war effort. Manufacturing materials were scarce and allocated for military production use. In 1946 military contracts were canceled and the Motor Company went back to business as usual. H-D scrounged enough material to produce 100 WR racers.

1947 Production 20,115 units. Harley-Davidson began making civilian models again. Last year for the Knucklehead engine. GIs with fistfuls of back pay put a strain on demand opening a new chapter of civilian touring production.

—Mike Egan

Stay tuned next month as the amazing Mike Egan takes on the VIN Files from 1947 to the late '50s. — Ed.

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Willie G.'s Notebook

You may have wondered how Harley-Davidson's styling guru, Willie G., comes up with his ideas for new models. Indeed, you may have looked at certain styling cues and scratched your head over why, for example, he keeps putting those useless buckhorns on every new model. Well, wonder no more. Our undercover mole has obtained never-before-seen scraps from Willie G.'s styling notebook. These cryptic notes reveal all, from Willie's longing to go fishing for walleye, to his secret deal with Hormel. Read on, if you dare ...

Nov. 23, 1969 — Finally saw that movie everybody is goin' on about, *Easy Rider*. Everybody seems to like that silly chopper with the stars and stripes on it. Maybe I'll take parts from that torn-up FL in my garage and fit a Sportster front end on it so it looks chopped. I could paint it red, white, and blue and give the paint scheme some goofy name like "Dazzling Freedom" or "Sparkling America," or somethin'. A factory-built custom ... hmm.

Jan. 4, 1970 — Need a fender for that new Super Glide. We've got that fiberglass company making bags and stuff ... maybe the rear fender could serve a dual purpose—a fender and a BBQ ... nope, fire hazard. How 'bout a fender that converts into a kayak so a rider can get some fishin' in. I sure miss goin' for walleye. A sport utility bike and boat in one. Not bad ... I'll call it the Boat-tail!

June 10, 1970 — Saw that show *Then Came Bronson*. Must make future XLs look just like that bike. Forget about the all-seeing eye on tank—too much of a giveaway.

April 1, 1973 — Need a part everyone hates so we can sell lots of new cool parts to replace 'em. Handlebars would be a natural. Must remember to make a completely useless set of bars that are extremely uncomfortable and goofy lookin', something that turns your hands inward at a completely wrong angle. Make 'em look like elk horns or buck horns ...

Oct. 31, 1976 — Needed a bike to ride to the annual Halloween party. Took a can of black spray paint to a new Sporty and added a front cowlings fashioned from an old trash can lid and a gas tank made from my mailbox. I went as Batman, but everybody recognized me, dammit! Maybe I can sell a few of these black bikes. Think I'll call it an XLCR ... the CR is for Completely Ridiculous.

Sept. 17, 1978 — Safety nazis won't leave us alone. Remember to make pipes silent and all turn signals ridiculously large so these creeps will leave me the hell alone.

Dec. 2, 1978 — Deal with Hormel came through. Those Hormel boys were gonna just throw away all those old "ham cans." I picked 'em up for next to nothing. Gotta figure a way to make a bike part out of them. Hmm ... might make a good air cleaner cover big enough to make those jerks at emission control think we changed something to keep up with their standards. Ha!

Aug. 30, 1979 — Keep seeing chopped bikes with flame jobs at Sturgis. I like 'em. Maybe it's time to name a bike after myself: The Willie G. bike! Wide glide front trees, long forks, flashy factory flame paint job ... but still keep shocks so my 'roids don't act up. The FXWG—yeah!

March 5, 1981 — Talks with Porsche going well. Personally, I think getting rid of a perfectly good motor like the Shovel is a stupid idea, but will they listen to me? I'll show 'em. I'll sabotage their new Evo motor by making all bikes in the '80s look like the bikes we built in the '40s. Hmm ... I'll go back to hardtail frames and springer front ends! Ha, I'll show those big wig bastards. Still, the bikes should have hidden shocks to protect my 'roids. Let's see, something with hidden shocks that looks like a hardtail ... nah, it'd never work.

June 28, 1983 — My Softail turned out pretty good after all. I don't know if anyone will buy 'em, though. I mean, who'd spend 10 grand for a bike? Got a call from Australia yesterday and can get some solid rear wheels cheap. I know it looks completely wrong with that spoked 21-inch up front, but what the hell, if I tell the riders it's cool, they'll believe me. It worked with the '71 Boat-tail Sportster and the FLT double-headlight fairing ... it'll work for this. Maybe I'll even build a Softail with solid wheels front and back. Wouldn't that be goofy? Ha! I love my job!

Nov. 3, 1983 — 'Roids really acting up. Must make all seats way too soft and pillow-like, especially on all Softail models. Those hidden shocks aren't that great after all.

July 2, 1985 — Gotta do something to stop losing those police bike orders. Make a date with the fiberglass shop to throw a fancy fairing and bags on an FXR. I'll tell the cops it's a high-performance touring rig and charge 'em double.

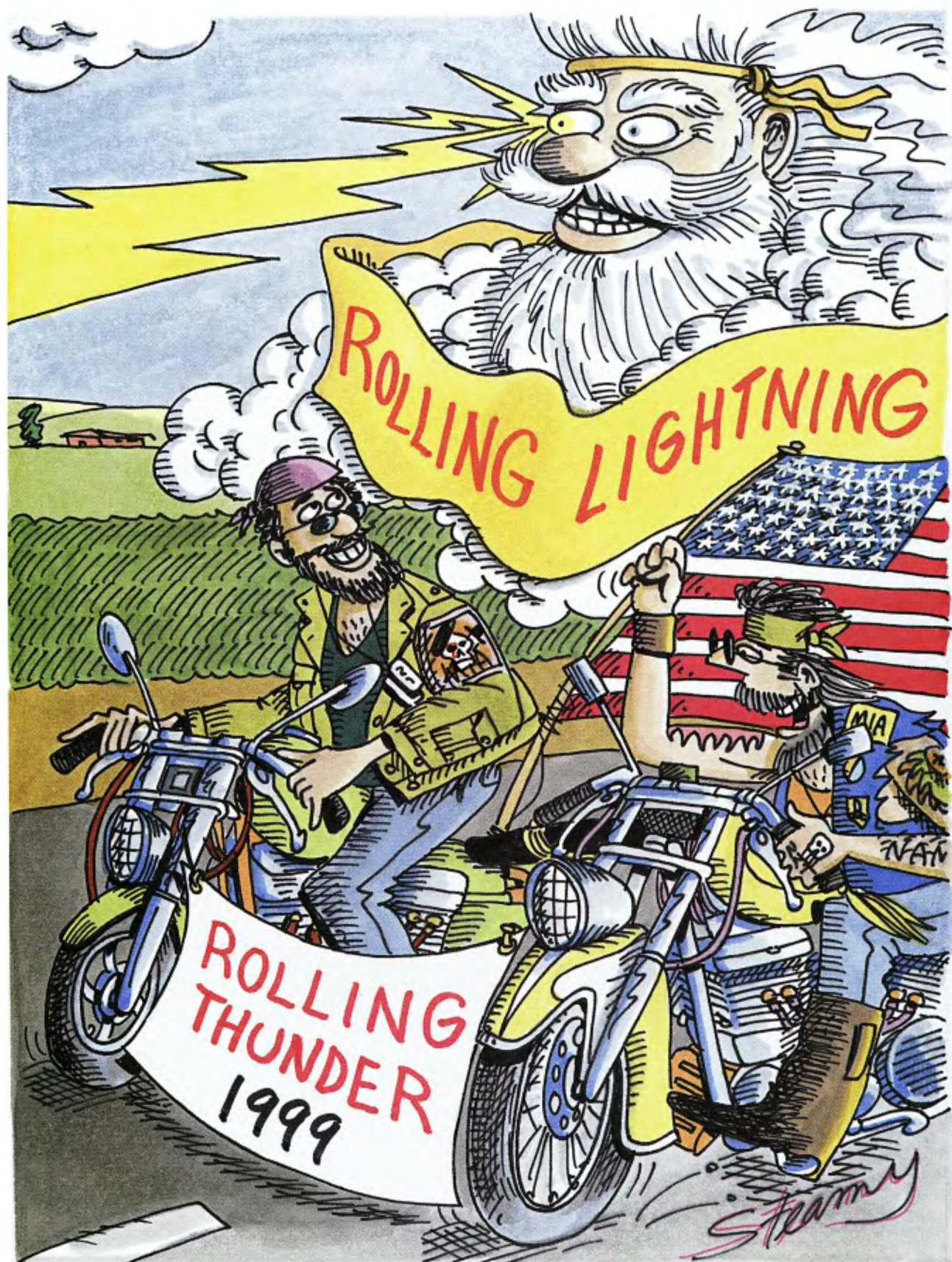
May 20, 1988 — Sheesh, everybody's buying Softails. Who knew? They seem to really dig the Heritage model and we can't make 'em fast enough. It's just an FL-style bike for twice the dough. Oh well, maybe it's time to shake things up a bit, get out that silly Springer idea. I guess folks will buy just about anything.

Sept. 8, 1990 — Reports are in. Everyone digs the FXR bikes, but they're too costly to make. Think I'll come up with a frame that the motor and tranny just slide right into on the assembly line. It'll raise the seat so high you'd have to be Shaquille O'Neal to ride the thing. Like climbin' up on top of a dinosaur. Hmm ... Dyna-saur ... Dyna Glide ...

Dec. 19, 1993 — Aftermarket companies kickin' our butts. Must make our own line of custom parts and more models that look like custom bikes. Better get out the latest issues of *Easyriders* for inspiration.

Feb. 22, 1994 — Research shows many more older guys are riding and want to look cool but be comfortable. Gotta create a custom touring bike—something that sends the message, "King of the Road." Quick, take the fairing off an Electra Glide Classic, add a little custom paint, seat, and bags, detachable windshield ... whew! Problem solved.

May 18, 1998 — Can't believe we're tradin' in a perfectly good Evo motor for yet another new one. With my luck they'll call the new configuration the Fathead or something. Make a note to bring back the Boat-tail fender for the year 2000. I still miss goin' fishin'. Oh, and look into merging with Ultra-lite to create two-wheeled Harley helicopters for rush-hour commutes. Man, I love my job!



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shut down.**

Back in the dawn of the Easyriders Rodeo, former event director Al Sherman was once heard to exclaim above the tumult and clanking of beer steins during another wild, dusty two-wheeled weekend that, "We like to think that the Rodeo is a throwback to the old Buffalo Bill Wild West shows."

It was in this context that, aside from all the high-powered heavy-duty Hogs kickin' butt in dirt for money and points, additions were made to enhance the excitement for the bleacher bums. One time an anti-Sadaam Hussein skit was played out on the infield with the bad guy trying to steal the Trophy Girl and stuff her in the trunk of a gas-guzzlin' car, only to be saved by two dashing guys playing the parts of Wyatt (Fonda) and Billy (Hopper) aboard Captain America and

Billy Bike replicas. The fair maiden was rescued, Easyriders-style.

More recently, men with balls the size of wheel hubs have been viewed riding double-engined Harleys through and over fences of fire, mobile homes, wrecked cars, and bales of hay. Heck, there are even a couple of nut cases hailing themselves as The Human Bomb and Death Wish Dan, who actually blow themselves up and survive to do it again the next week. Heap on the occasional pro wrestling match with all the inherent mayhem administered from that "blood sport" and ol' Field General Sherman's prognostic words of a 20th century Buffalo Bill Wild West Show rings true a decade later.

The latest addition to the Easyriders Rodeo three-ring circus is a motorcycle →



demolition derby. It's a live-action demo derby show done by a troupe of carney riders who follow the Rodeo in an effort to provide yet more entertainment for the troops.

Kevin Ruic is the mind behind the madness. Kevin is a self-styled, good-humored entrepreneur, a showman with a background in television and racing. He was the executive producer of *Good Morning America* back in 1972, coining the phrase and name after an Arlo Guthrie song he had heard on Geraldo Rivera's short-lived *Good Night* news digest show. Ruic is enshrined in the National Broadcasters Hall Of Fame in Cleveland, adjacent to the Rock 'n' Roll Hall of Fame.

All of this serves as background for a guy who likes to have a good time with a minimum of effort. From owning five racetracks, drag and circle tracks in Ohio, and promoting races around the country, he found something by accident that has kept him in good grits for nearly 20 years. In 1980, while trying to find a more exciting intermission show at a Valley View, Ohio, car race, he came up with the idea of a motorcycle demolition derby. Kevin bought 17 bikes of every make and shape for \$200 each. He had the infield rototilled and set about to firing up 12 bikes that ran. He forgot that the summer's dirt would turn to dust three minutes after the bikes got to banging into each other, and for the next 20 minutes the thick, choking cloud of dust obscured what was happening on the infield. Luckily, a savvy announcer had the presence of mind to "announce" what he thought he saw. He kept it amusing and entertaining and on that night a new sport was born. The derby alone made the evening's event a rousing success. The town virtually shut down.

The next time out was a Labor Day fest, and Kevin decided to beat the dust with 24-hour water sprinklers.

Unfortunately, rains came four hours before the show and the ugliest mud bog in Ohio history became the "racetrack" for that night's demo derby. Even though the bikes could barely move after sinking in the goo swamp, the crowd loved it! At the time, Kevin rented out his show for a measly \$1,000. When he saw the attendance of nearly 7,000 people at each event paying \$15 a head, he knew he was on to something big. His wild event was the draw.

Later, fights between the competitors became a mainstay, giving the extravaganza a

pro wrestling feel. The biggest show of the 84 that are done annually across the U.S. is at the New Smyrna Speedway at Daytona Bike Week. It's a virtual free-for-all, with crashing bikes, cold beer for \$10 a six-pack, and naked babes on a flatbed. Sign me up.

Kevin got involved with Easyriders, Inc., when he hooked up with Leon Hatcher, our events director, in Fresno, California, back in the early '90s; he has been a fixture ever since. He now employs a crew of eight that maintains and rides the little derby bikes. The stunt riders rotate

for the shows so they can heal up. Also, oxygen is provided, along with ambulances being on call.

Look for the Easyriders Motorcycle Demolition Derby and Thrill Show to come to a town near you this summer. Tentatively, scheduled events include such biker blowouts as Easyriders Motorcycle Rodeos, bike shows, the Budweiser Jet Truck, live rock 'n' blues music, tattooing, swap meets, vendors, and a wide variety of food and family camping. Till then, break a leg!

—Kim Peterson



Photos: Billy Tinney

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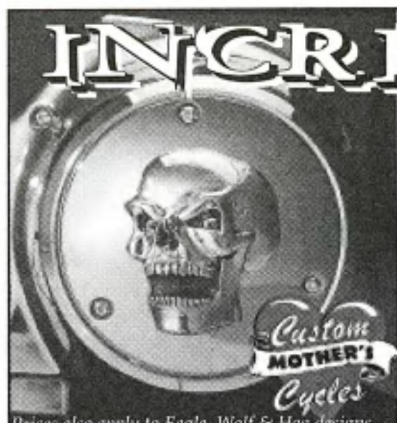
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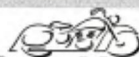
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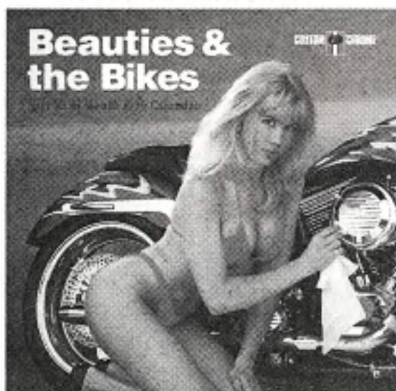
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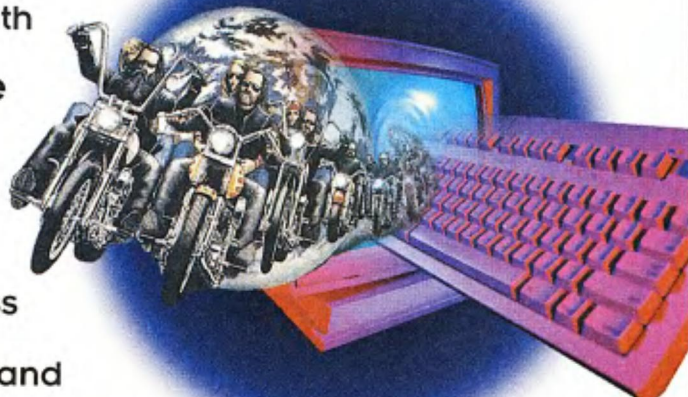
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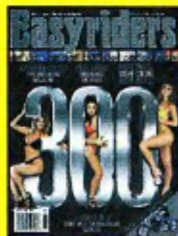
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Part Two

This article is a continuation of last month's column in which I wrote about some of the things I wear in frigid weather while riding my scooter.



If your putt doesn't have a windshield you may want to look at a product that snowmobile riders often wear to protect their mugs. What I'm talking about is a balaclava under a full-face helmet with a face shield or goggles. The helmets I use are super light and I'm sure wouldn't pass any kind of government test if they wanted to hassle me. Anyway, I'm gonna get off that subject because I ain't selling helmets. I carry one and wear it because I'm forced to, as many of you readers do. They do work in the rain and in hailstorms, though.

Also to protect the neck area I like sweatshirts with hoods. The ones without a zipper work the best since the cold air has a harder time penetrating the chest area as easily. My favorite was given to me by Barry, the Anchorage, Alaska, H-D dealer. It has a hood, two pockets, and is made out of heavyweight cotton. In the trunk of my road bike, Honey, is a G.I. helmet liner; Velcro keeps it tightly wrapped around my head and neck. Any jacket with a hood and drawstrings is an asset during inclement weather.

There are several brands of chemical hand warmers that will fit in a pocket. Some are so small and flat that they will fit where you think they'll do the most good.

Then there's the Warm Suit. When you see it, the first thing that comes to your mind is that it's a wet suit. That's natural, but this outfit was developed for bike riders by a bike rider. I've worn it and had to take off clothes because I was too warm and started sweating.

Last month I wrote about rain boots. Since then, I have found a supplier called Neat-Stuff. The company also sells under-water diver's gloves, although they call them All Weather rain gloves. Whatever, I tote a pair with me and have worn them. They are made by Stearns. Back to the boots—if you can't find a set of Bulldogs at your local Kmart, you may want to consider getting a pair from these guys. They

have three snap adjustments on each side, and range from size seven to 14.

Also in last month's issue I wrote about how wearing layers of clothes keeps the heat in next to the body. A good cold weather suit works pretty good if your hands and feet are protected. Harley sells one that you can pick up at your local H-D dealer or through the catalog. I'd get a size bigger than you usually wear so you can get more clothes on underneath. Remember ... layers.

A few years ago I rode up to Duluth, Minnesota, to check out Aerostich Riderwear. I was looking for some cold weather gear and figured if I wanted to stay warm while riding I'd go as far north as possible and take a look-see. Andy Goldfine owns and operates Aerostich. He has ridden all over the world testing the many products that he carries in his catalog. It was 37 degrees in International Falls, Minnesota, during the daylight hours that day and raining. When it's brutally cold I put on his stuff. I have both a Roadcrafters 95-percent waterproof one-piece suit and also a two-piece Darien outfit, which is rated 100% waterproof. I wore the Darien suit coming out of Omaha one winter after having a engine built locally because I'd broken a crankpin en route east. You old-time Rip's Run readers may remember reading about that ride. Right here I should mention that Rip's Run column is currently in our sister publication, *Biker*.

On a few occasions I have waited till February to head for Bike Week in Daytona Beach. Before I had the proper gear, it was a pretty miserable ride. But since I've gotten Riderwear it's been cake. The Darien jacket has a removable fleece liner that I wear by itself when it's not cold enough to wear together; it's reversible so you can wear the fleece liner next to whatever shirt you're wearing at the time, if you wish. Both suits have beaucoup pockets and are 100-percent waterproof. The 500 denier Cordura Gore-Tex fabric is tough as nails. Both suits have Scotchlite reflective strip on the front and back, which is a plus on the safety factor side of things. Be ready to lay out a few bucks, but you can rest assured that you're getting top-drawer stuff and not cheap imported imitation crap. Their clothing line is stitched up

right there in Duluth, Minnesota, USA. The sleeves have zippers and also Velcro to seal them completely. I don't have any trouble endorsing this product; it has saved me on many cold, wet nights, particularly, like I said earlier, in west Texas en route to Florida. Check them out. They have a catalog chock full of all kinds of neat stuff for the road. They also carry an electric vest and Tingley rain boots.

To be fair, I should also mention that Roadgear from Pueblo, Colorado, has some good-looking products. I like the looks of their leather jacket, which they call The Oregon Trail, and their Winter Riding gloves. Both are lined with 3M's thinsulate; the jacket has a removable liner.

And also check out the Easyriders Roadware catalog. It has a new line of Outback Roadware clothing as well as leather outfits, jackets, chaps, and leather shirts. And we also offer many other soft goods for both summer and winter riding.

—Rip



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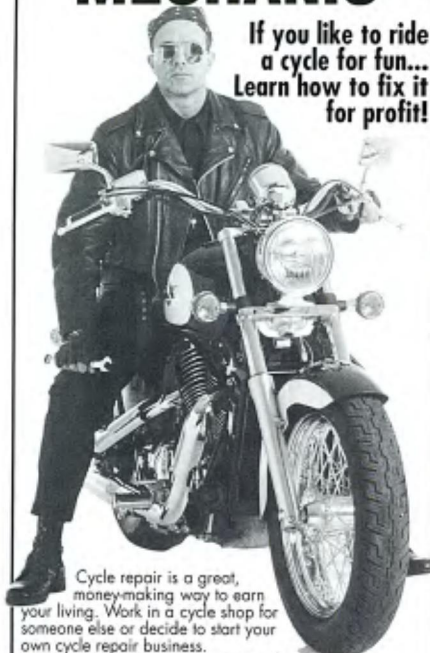
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TechTips



The Paughco Softail frame, S&S 98-inch motor, and Horst paint.



Downtown H-D of Seattle hand-tooled front and rear fender tops.



Long-time BACC crew member bringing the Bandit II to life.

Bandit's Sheet Metal Bay Area Begins Final Layering

Bandit came up with this concept piece and published the first tech in the August 1995 issue. The swept, deep-fendered, art deco design, based on the famous 1934 Delahaye, became an inspiration for Ron Simms at Bay Area Custom Cycles, Randy Simpson of Milwaukee Iron, Russ Tom at Downtown H-D in Seattle, and, ultimately, Joel Felty at Headwinds (Arcadia, California).

From the Paugcho frame, to the S&S/Simms-built motor, narrow glide H-D front end, RevTech tranny, Performance Machine wheels, brakes, and controls, and Headwinds headlight, this machine is built around a proven base of products Ron Simms uses on all of his machines.

Milwaukee Iron kicked off the sheet metal, but when a winter storm collapsed the roof on Randy Simpson's shop, the Bandit II was shipped to the masters of sheet metal fabrication at Seattle's Downtown Harley-Davidson. Several months later, with the sheet metal in place, the bike was shipped back to Bay Area Custom Cycles. Ron sent the sheet metal out for semi-final body/bondo work and primer before turning it over to Horst, the famous yet reclusive painter who paints all of Ron's custom creations. With the frame painted, final assembly began.

Ron's own tried and true ignition switch system was implemented, and for the latest in high-tech design, the handlebars are "Bad Ass" from Custom Chrome with LED idiot lights and speedo bracket incorporated into the deco design. LED was also utilized in the fenders with HiTech LED strips custom fabricated into the sheet metal (February 1998).

With the S&S 98-inch motor and the Custom Chrome driveline in place, Mark Rosenthan, Ron's main mechanic, with the assistance of Butch Gonsalves and Chicago Joe, began the sheet metal assembly by attaching the tops of the fenders. Since the front fender is attached by slipping the tubes through it and into the trees, it must be installed before the wheels or brakes are bolted into place. In order to get to the rear axle and mount the rear wheel and brakes the top of the fender had to be installed first.

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supports in place, the tops of the big fenders were mounted by crawling around the bike and attaching the fasteners. Of course, at this stage all nuts and bolts must be torqued with Loctite for a lasting bond. Then the Bay Area Custom

Sources

Downtown Harley-Davidson

Russ Tom
6727 Martin Luther King Way
Seattle, WA 98118
(425) 722-8442

Bay Area Custom Cycles

Ron Simms
25224 Mission Blvd.
Hayward, CA 94541
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Photos: Gail DeMarco

With fender skirts in place, two more Simms' crew members revel in the glory.

Cycles crew began to install the Performance Machine disc brakes, billet wheels, and billet belt pulley. Finally, the Horst-painted crème pearl

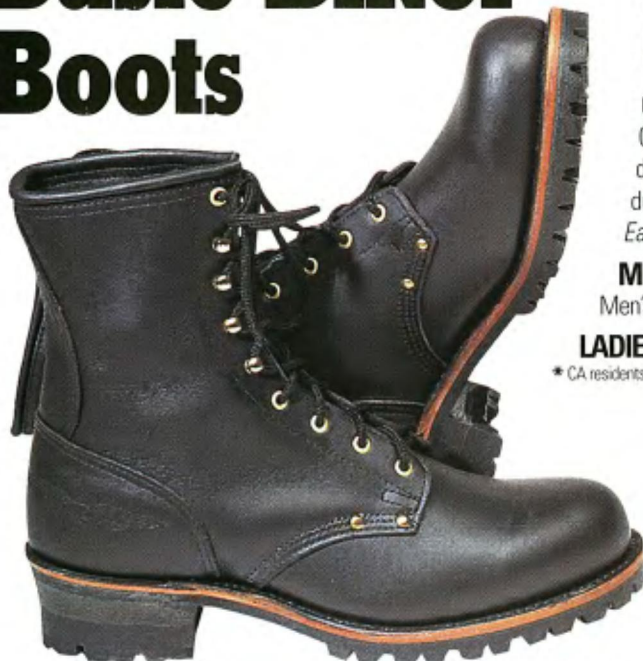
panels were carefully bolted into place.

Next, a set of hand-fabricated exhausts will be built as the tank and Headwinds headlights system goes into

place. The final element: a tan leather seat from Mike Corbin. Don't miss it—we can't wait.

—KRB

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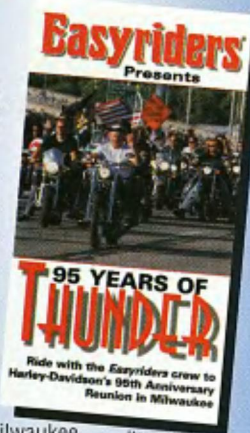
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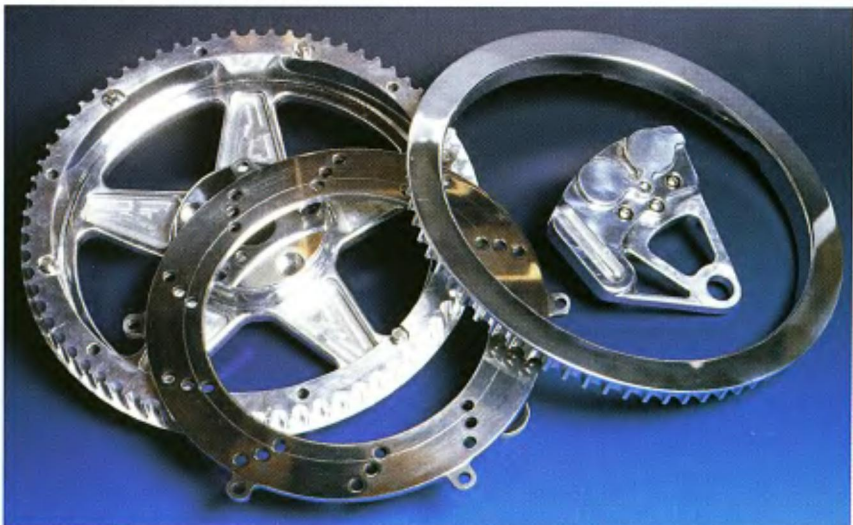
As tires get wider, frames become more radical, and wheels become more exotic, the trend in building custom bikes is leaning more and more toward showing off as much of this trick hardware as possible. After all, why have some wild flashy rear wheel for that fat rubber if the drive pulley (or sprocket)

covers one side and the brake rotor covers up the other?

Builders like Donnie Smith have been creating some of the most cutting-edge sleds of the day, and not long ago, he decided something had to be done to show off a wild rear wheel to its full glory. The choices available to pull this off are not numerous enough to fill up a list. You either need to run a small rear rotor with an equally streamlined caliper, or you do the wild thing of mounting it to the left side of the wheel



The sum of the parts makes one clean unit.



Donnie's shiny pulley, rotor, and caliper streamline looks.

where it shares the same small space as the drive pulley or sprocket.

Lots of head scratchin' and brain work started going into the concept of a left-side brake setup, and although there are several currently on the market from companies such as Belt Drives Ltd. and Gambler, Donnie wanted to create something even wilder. Oddly enough, as things seem to go in the world of design, there was another dude out there with the same idea whose name is Leo DiOrio.

Leo is a machinist and Harley enthusiast intent on solving the whole problem of a compact left-side brake arrangement, and was talking on the phone one day with Donnie. After realizing that they were both taking similar approaches to the same problem, the duo decided to work together on the idea. Now with two minds on the job, the idea was able to become a reality. And here it is.

The arrangement is pretty tidy and because of all the major design work that went into it, this system works like a charm. A 70-tooth rear belt drive pulley houses the rear rotor and caliper inside its center. To do this, the pulley gets heavily modified so that the mounting flange is set back toward the wheel to make room for the rotor and caliper. By using the 70-tooth pulley, there's enough room in the inside of the pulley to house a generous rotor that is mounted in such a way that it floats independently of the pulley.

Notice that the caliper is mounted so that it clamps on the rotor from inside its center rather than the conventional arrangement. This made the design of a dedicated caliper necessary, so Donnie and Leo got to it. Their caliper is a 4-piston unit that keeps the whole mechanism compact. With the bike down on the ground, you might even walk by it not noticing the brake system until you saw the absence of a rotor and caliper on the right side.

The caliper was also designed to allow it to be bled on the bike so that a minimum of hassle is required when using this system. In case it's not obvious at this point, this whole kit is made for custom sleds, and is not an everyday bolt-on for your factory ride. Some machining to the wheel hub is often necessary (and varies based on which rear wheel you are using) because of the inset mounting →



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flange on the pulley. But don't fret, Donnie offers that service when you buy one of these kits, so that you get a functional piece that's ready to bolt on to your bike.

With the teamwork of Donnie's design and Leo's expertise in machining, they also offer custom pulley design as an option so that Leo can create a match-

ing pulley center for any wheel thanks to computer-aided design (CAD). All said and done, the kit's price tag is around \$2,000 complete, and is available in a polished finish. Other finish options can be discussed with Donnie when you order.

What this allows you as a builder is a



The left side stays clean ...



... and the right side stays cleaner.



Photos: Tim Ramus

truly unique and functional left-side brake setup that shows off the full right side of your rear wheel as well as the custom looks of the rotor and pulley arrangement. Currently this kit is being offered directly from Donnie Smith because of the machine work necessary to

the wheel hub. The rest of Donnie's extensive product line, which includes frames, seats, pipes, and the license plate bracket can be seen in the latest Chrome Specialties catalog. For more info on the left-side brake, contact Donnie Smith.

—Erik Falconer

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E-Z Flow Fuel Crossover

Every once and a while a product will come along that is such a cool idea, and so simple, all you can do is slap your forehead and say, "Geez, why didn't I think of that?!" Such is the case with the E-Z Flow fuel tank crossover. This quick disconnect, stainless steel braided problem-solver is the answer to a customizer's prayers.



It was developed and patented by Brad Helm in San Diego, where we were first turned on to it by Fuzzy, ace wrench at San Diego Harley-Davidson. Fuzzy suggested one for the *Quick Throttle* Ultimate Street Racer, and we liked it so much that we put this one on the Freeway Flyer.

The installation is a snap, as you can see here. Simply pick up the proper E-Z Flow for your scooter, remove the existing crossover, and replace it. E-Z Flows are made for all applications, whether using threaded fittings or push-ons. The E-Z Flow also makes it possible to remove a right side tank, and still run the scooter. The valves are positive, losing no fuel when they are split, allowing complete tank removal without draining the gas. One other really neat accessory is the Bro-Flow. This tube is carried in a tool pouch or saddlebag. If your riding brother runs out of gas, you simply separate the quick disconnect and insert the Bro-Flow into the female coupler, and gas flows out. You catch it in that cold beer can you just emptied, pour into your bro's tank, and you're back on the road. Give Brad a call, although you'll probably get J.R. Kirchner, the guy who really does the work around there.

—Oz

Source

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Removing the old crossover.



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The E-Z Flow Bro-Flow.

Photos: Markus Guff

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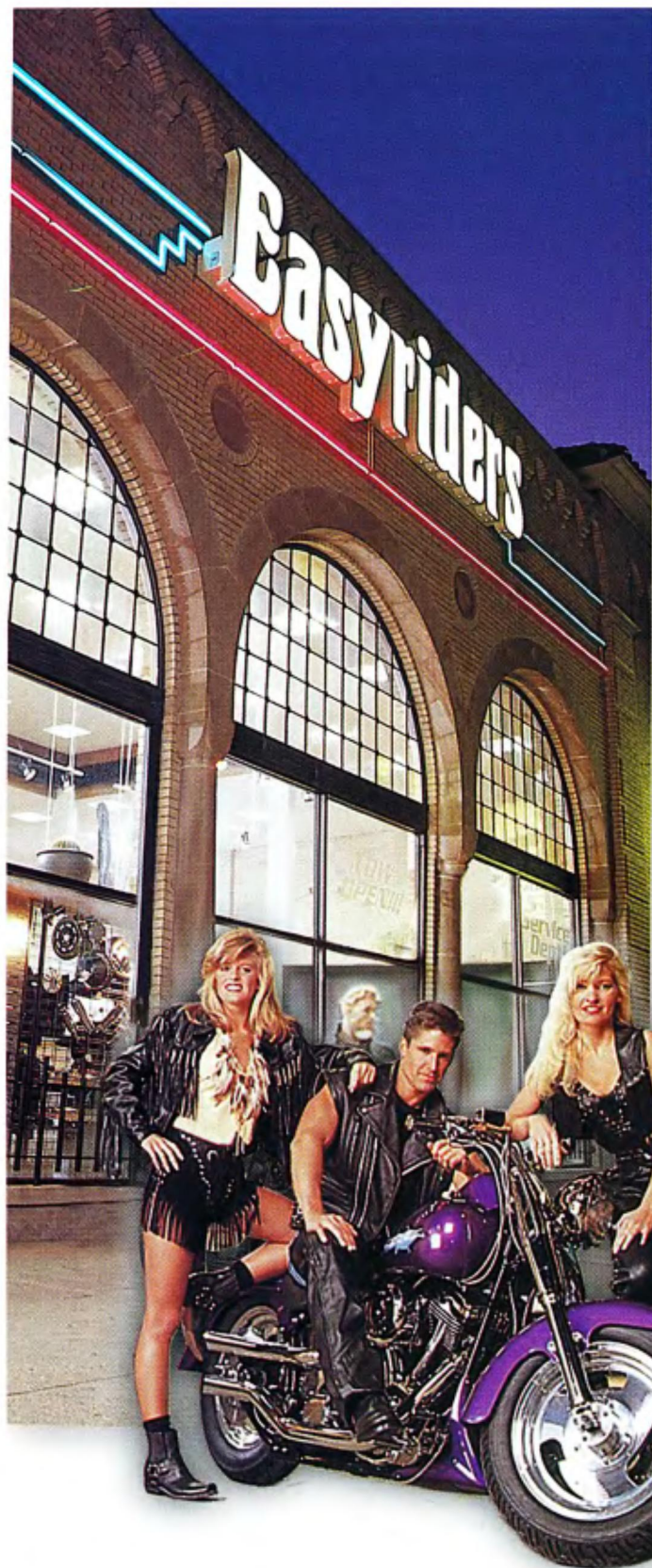
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Photos: owner

Bob Coffman
Las Vegas, Nevada
1995 Dyna Wide Glide

Inside every man, there hides a little boy who longs to come out and play. And playtime is more fun if your toy is faster than the next kid's toy. "It's no fun if you know you can beat them," and "It's not whether you win or lose, but how you play the game," are sayings that just don't apply in the real world of "Talk's cheap—let's race!" No one wants to snatch defeat from the jaws of victory. Winning earns hugs and kisses, etc., and losing earns, well ... "HEY, YOU, OUT OF THE GENE POOL!" If you know what I mean. Winning is more fun. Period.

After buying this bike, Bob dug into it, looking for more power, better handling, and faster lap times. He took the bike to Advanced Performance Engineering (APE) in Costa Mesa, California, and put it into

the capable hands of Roger Robinson. Roger, a consummate trickologist, went APE on it. At APE, the emphasis is on technology, advanced concepts, and a synergetic relationship between parts. Just as a gifted choreographer is able to achieve magnificent unity from a chorus line of many, Roger's talents lie in his ability to coax ordinary parts into doing extraordinary things.

I'm told that Bob never loses a race. He said that he beat a 116-inch Harley and has dusted more than a few rice rockets. He does this with an 80-inch motor, Mackey heads and pistons, Andrews cam, Weber carb with a P+ manifold, a V-Thunder programmable ignition, and Thunder Header pipes. Joe Schmoe (no, we aren't kidding) of Riverside, California, did the paint. So, how does Roger get such power? The hidden NOS system probably helps. But the bottom line is that Bob likes to race and this scoot gets it done.

—Ron Haley





Mike Yallen
Wareham, Massachusetts
1991 Softail Custom

Have you heard about the new bird disease going around? It's called Laid— it's very eggonizing, and it's untweetable!

OK, we got this story off to a flying start, which is good, because "Freebird" is the name Mike gave his bike, and a "Freebird" graphic nests on the tanks. Mike bought this bike brand new in '91, put some mega miles on it, and when it came time to rebuild it, decided on the aviary theme. Low, lean, mean, and quick were the performance goals, and dark, sharp, and shiny were the aesthetic aspirations.

Restoring is nothing new to Mike. He owns Mike's Towing in Wareham, Mass., a computer-controlled, high-tech setup, and he restored a seaside Victorian era resort home near Cape Cod Canal. To rebuild Freebird, he set up his garage/workshop like his business: clean, functional, and up-to-date. With 25 years' experience wrenching on his own bikes, he was more than up to the task at hand. He rebuilt the motor, put in an Andrews EV 46 cam, and installed a Dell'Orto dual-throat carb with a forward sweep manifold.

He raked the frame 5 degrees, lowered the front end 4 inches and the rear 2 inches, and installed a White Bros. front and rear spring/damper kit. He set

up the brakes with full floating rotors and Kevlar brake pads, on a 21-inch front and a 16-inch rear wheels, laced by Bruce at Cape Cod Choppers.

The molding and Wineberry Red paint were by Robertson's Auto Body, thanks to Jesse and the Robertson boys, and the graphics were by Blakeman Design. Sumax did the powdercoating and engraving. Brown's Plating handled the chrome.

Mike wants to say thanks to his wife, Donna Marie, Wayne Benson, and Jesse and the Robertson boys. And so he has ...

—Ron Haley



Photos: owner

Cindy Ball
Kansas City, Missouri
1988 883 Sportster

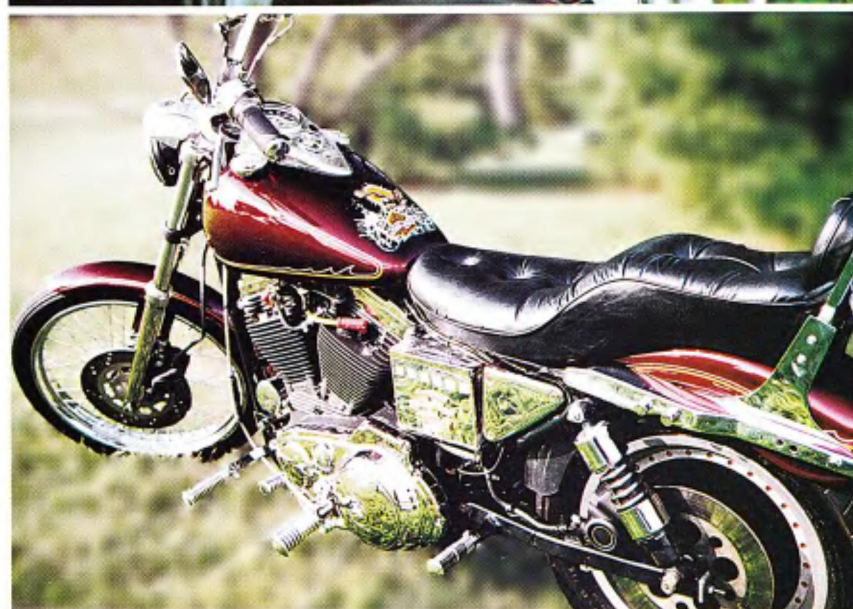
Jimmie Martin was a friend of mine. He loved the Navy and our lifestyle. There was never a time he wasn't helpin' a friend or working on his Sporty. He was constantly customizing it with fatbob tanks, apehangers, or anything else that caught his eye, waiting to get just the right look before the "final paint job." Being a biker was so important to him that he got his entire family involved, especially his sister, Cindy. He took care of her, protected her from bullies and other ruffians, and taught her how to ride—just like an older brother should.

Jimmie was a member of RUSH MC, a military club, as well as ABATE of California. I was lucky enough to share some very "interesting" rides and parties with him before he left for a family reunion in Gladstone, Missouri, in December 1991, before being shipped out on his next assignment. Oddly enough, Jimmie asked his sister to take care of the bike if anything should happen to him.

Twenty-one days after shipping out, Jimmie died while serving his country as a fire control technician aboard the U.S.S. Sterrett during Operation Desert Storm. Shortly after her brother's death, Cindy's obsession became rebuilding the Sporty. The bike frame, having just been nickel-chromed and powdercoated, was packed into a truck and taken from California to Cindy's then home in Tucson, along with 18 labeled and cataloged boxes.

Although she knew this project would bring up the painful memory of Jimmie's passing, she needed some closure. So, through the help of family, many friends, FX Engineering in Tucson, and 18 months of hard work, Cindy and her husband, John, now had the perfect memorial to Jimmie. They even airbrushed his tattoo onto the tank of his bike. Since then, the bike has won back-to-back trophies at the Tucson World of Wheels and the Worth Harley-Davidson World of Wheels shows, and is now ridden on a regular basis by Cindy. Jimmie would have been proud of his little sister; I know the rest of us are. We miss ya, brother.

—Scott McCool



ReadersRides

Dave Baker
Applegate, California
1995 FLHTC

A few years ago, on the long ride back from Laughlin, Nevada, Dave got to thinking about what kind of ride he really wanted. All the labels came to mind: chopper, bagger, cruiser, storm cycle, things like that (this is a long ride, remember). Once, on this same stretch of highway, I remember thinking, "Where are we going, and why am I in this hand basket?" A wondering mind on a wandering highway. Been there, done that! Anyhow, right about Barstow, California, Dave made up his mind that he wanted a "stealth sport bagger hot rod." Look at the pictures and judge for yourself. Did he meet his goal? He thinks so, and so do I.

Dave bought this bike new, took it home, and immediately tore it down. Over the next eight months, he, Jim, Steve, Dan, and the crew from C&E Auburn H-D (Auburn, Calif.), came up with this creative design. The chrome was stripped off and the parts were powdercoated black by Powder Craft in Rocklin, California. Even the engine is powdercoated, including the inner and outer primary covers. The stock bumpers, crash bars, spotlights, and trim was removed, and the turn signals were tucked in as tight as possible. Dave, the owner of Dave Baker Custom Painting,



laid on the PPG Deltron custom paint.

The motor was set up with shaved and ported heads, Black Diamond valves, Sifton springs and retainers, Screamin' Eagle pushrods, ignition module, air cleaner and carb kit, a Yost power tube, and a Andrews EV-27 cam. The three lower fins on the barrels were removed, and the barrels were polished.

Dave says that the bro he rides with think nothing of putting on 500 to 600 miles a day, and with this bike, that's no problem. No problem at all.

—Ron Haley



"She's too small ... throw her back!"



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HARLEY-DAVIDSON 1999 FXDX DYNA SUPER GLIDE SPORT

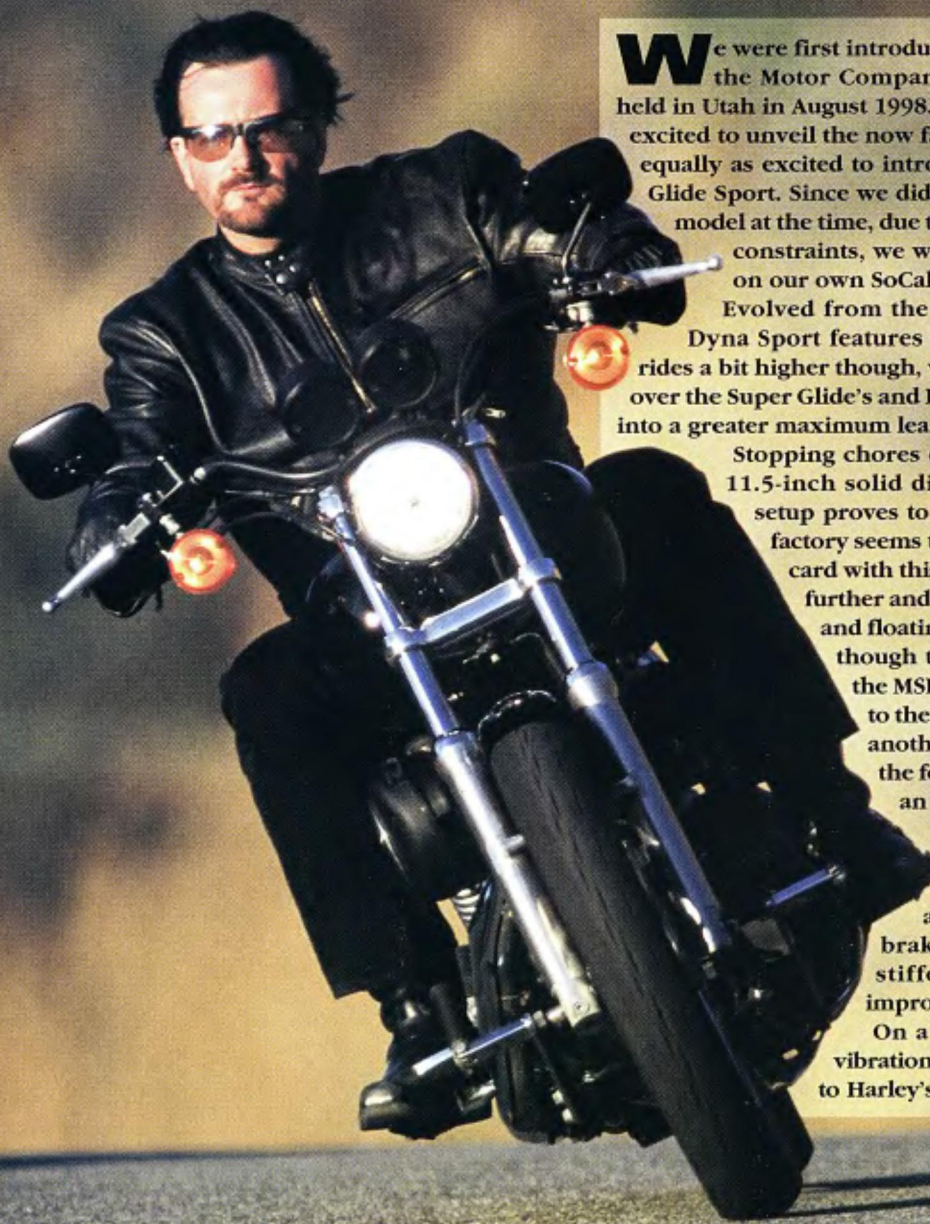
We were first introduced to Harley-Davidson's new FXDX at the Motor Company's 1999 press launch and test ride, held in Utah in August 1998. Back then, the folks at H-D were very excited to unveil the now familiar Twin Cam 88 power plant, and equally as excited to introduce their all-new FXDX Dyna Super Glide Sport. Since we didn't get a chance to ride this particular model at the time, due to other test bike assignments and time constraints, we were very eager to do so at a later date, on our own SoCal turf.

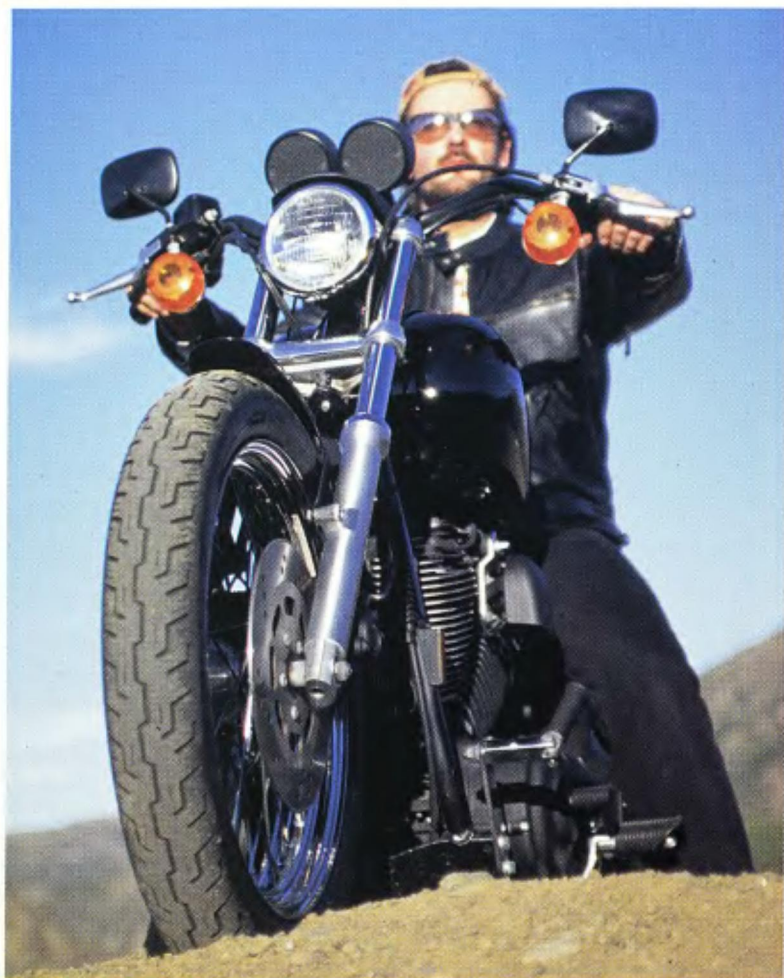
Evolved from the no-nonsense Dyna Super Glide, the Dyna Sport features the same tight rake of 28 degrees. It rides a bit higher though, with a ground clearance of 5.75 inches over the Super Glide's and Low Rider's 5.38 inches. This translates into a greater maximum lean angle of 34.5 degrees.

Stopping chores on the FXDX are handled by a trio of 11.5-inch solid discs, mounted on laced wheels. This setup proves to be more than adequate, but since the factory seems to be playing its performance handling card with this model, we'd like to see them go a step further and outfit it with the 13-spoke alloy wheels and floating discs from the XL1200S Sportster. Although these upgrades would likely bump up the MSRP of \$12,995, they would really appeal to the sport rider. That is, unless Willie G. has another ace in his deck for the year 2000, in the form of something that could sound like an FXDXS? You can always dream ...

Until then, you're welcome to go ahead and do the mods yourself. And while you're at it, you may also consider installing Teflon/stainless brake lines for better feel and response, stiffer fork springs, and gas shocks for improved handling.

On a more mechanical note, power train vibrations have been kept to a minimum, thanks to Harley's rubbermounted Fathead Twin Cam. →





The 1450cc engine is more responsive and "torquey" than its Evo predecessor, even if it is pretty restricted by the factory air induction system and the ultra quiet dual shorty pipes with crossover. Then again, you know what to do when you find yourself riding an environmentally friendly Harley-Davidson ...

Available in only three colors—Vivid Black, Aztec Orange Pearl, or Diamond Ice Pearl (silver)—the FXDX is a minimalist motorcycle, with its blacked-out engine, streamlined seat, and black, track-style handlebars. The motor plays a big part in the bike's attitude. It received a mix of wrinkle and textured black finishes, with the only bright touches being the cooling fins, pushrod tubes, and exhaust pipes. The dual instrument pods (speedo and tach) are mounted atop the handlebars, so you don't need to take your eyes off the road to read them. At night, they are brightly lit and easy to see. On the other hand, the opaque needle on the tank-mounted gas gauge makes it near impossible to read the gas level at night.

Combined with the FXDX's favorable handling characteristics, the power and torque of the Twin Cam engine will make any ride on this bike a real blast. Although we found that it performs



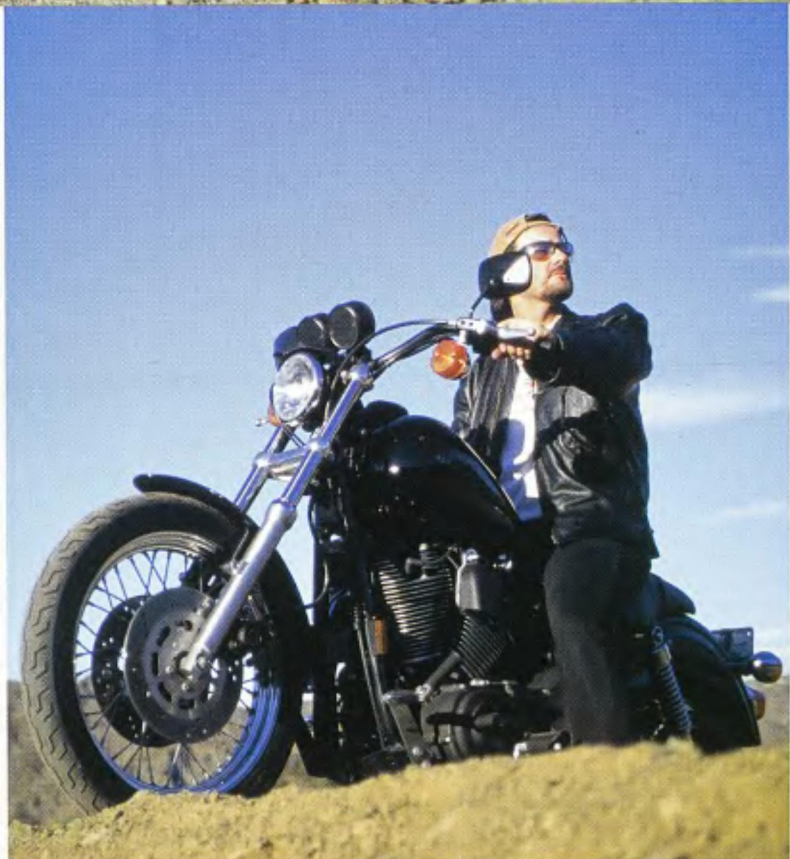


flawlessly in traffic and on the freeway, it's obvious that the Dyna Sport's favorite playground is the twists and turns of a good mountain road. The bike's stiff frame gives you the confidence to go fast and turn hard, while the brakes are always on hand to pace the rhythm when needed.

Not really an all-out sport bike, the FXDX is nonetheless an excellent performer. We can testify that it also encourages compulsive riding. How else would you explain why this writer kept taking it out to run silly errands, like going to the grocery store? You'd really have to enjoy riding this bike to pack every pocket of your leathers with tortillas, smoked turkey, and string cheese, while carrying a one-gallon jug of milk and potato chips in a backpack. By the way, this story is true, and we confirm that heavy bottles should under no circumstances be left anywhere near potato chips ...

By the time you read this, the 1999 FXDX will be back at the test vehicle fleet center, all tuned up and ready to break more hearts.

—Benoît Lamboeuf



"HAVEN'T YOU
GOT THAT DAMNED
CLUTCH FIXED YET?"



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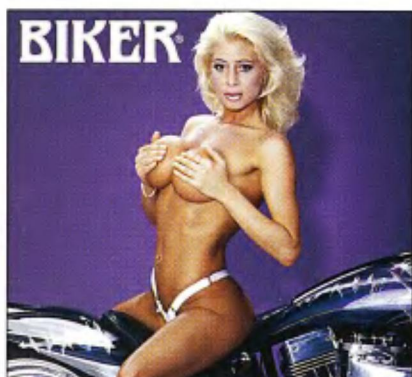
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Coming At Ya

The June issue of Easyriders (#312) welcomes the warmth of el sol and spring with a double-barrel blast as we bring you all the action of the Easyriders Bike Show in Charlotte, North Carolina, meet Indy car ridin' racer Greg Moore, get the lowdown on lowering your front end, and check out the front end on our Easyriders Girl, Lori Kutter! We'll also travel to far away Greece to ride those ancient isles on a one-of-a-kind H.O.G. Rally, we'll lift the secretive curtain on vehicle identification numbers for post-WW II Harleys as the VIN Files continues, and this month's true two-wheeled tale exposes how one man discovered passion for the open road while crossing the country aboard a faded green Sportster. All this plus the most bodacious babes and badass bikes on the planet as only *Easyriders* can bring 'em to ya! *On sale April 29*



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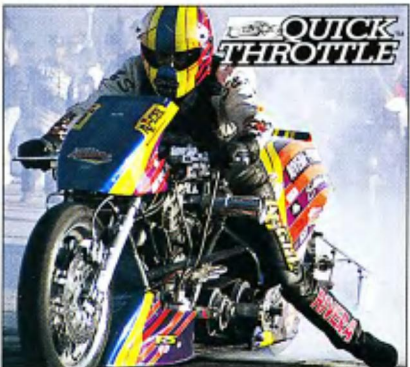


Reading *Biker* is sorta like eating one long strand of spaghetti that won't break until it comes out of your nose and makes a separate pile back on your plate. Grab a forkful of the May issue. *On sale now*



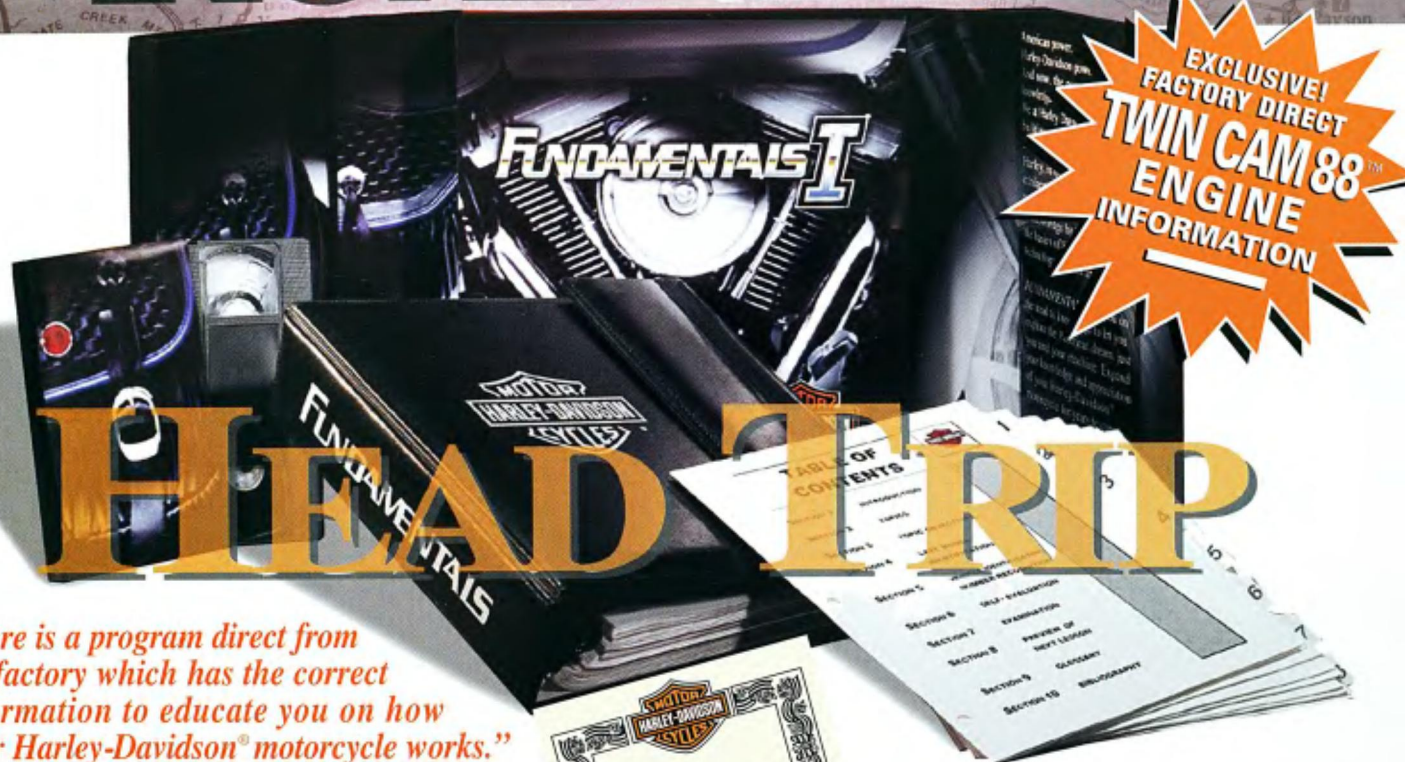
July's *Wind* turns up the summer heat with a barely bathing suit extravaganza and a July 4th freedom fest featuring Rolling Thunder/Run for the Wall. There's even a Travelin' Trails outsert. *On sale April 13*

Get ready for the May issue, with so many tech tips, product evaluations, and tricked-out bikes it'll make your gear head spin. Want racing action? We got it, plus all the latest news from the pits. *On sale now*



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